

AMERICAN RAILROAD JOURNAL

AND

IRON MANUFACTURERS' AND MINING GAZETTE.

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Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, October 30, 1875.

Pacific Railroad of Missouri.

At a meeting of the stockholders of the Pacific Railroad Company (of Missouri), held at the office of the Atlantic and Pacific Railroad Company on the 26th inst., the report of the committee appointed at a previous meeting to report upon the affairs of the company, was presented, from which we learn that the total earnings of the road from June 29, 1872, (the date of its lease to the Atlantic and Pacific Railroad Company,) to September 30, 1875, have been \$11,454,141 96, the operating expenses \$7,854,866 21, and the net earnings \$4,099,275 75. During the same time the disbursements for interest on funded debt, rentals and dividends, (not including the quarterly dividend last declared), have been \$4,578,987 88, showing a deficit of \$474,713 16 on the obligations contemplated by its lease, besides some \$200,000 taxes due and not provided for. The committee add:

Upon an examination of the books your committee find that the following amounts are required on or before February 1, 1876, to meet obligations as they mature to that date on funded debt, rent-

als and supply bills, without allowing anything for principal of floating debt or the interest which would be required to extend the same or to provide for the coupons upon the hypothecated third mortgage bonds in the hands of the floating debt creditors:—

November 1, 4 per cent on \$800,000 real estate mortgage bonds	\$32,000
November 1, 3½ per cent on \$2,146,000 third mortgage, which includes incomes	75,110
December 1, 5 per cent on \$500,000 equipment bonds	25,000
December 1, 3 per cent, gold, on \$900,000 Lexington and St. Louis bonds	27,000
January 1, 3½ per cent on \$2,741,000 Missouri Pacific second mortgage	95,935
February 1, 3 per cent, gold, on \$7,000,000 first mortgage Missouri Pacific bonds	210,000
Premium on gold at 15 per cent	35,550
Interest due St. Louis county	32,000
Maturing supply bills	180,000
Rentals, sub-leases, &c	40,000
Taxes due and unpaid	200,000

Total

\$952,595
Mr. Pierce, the President, estimates the net earnings on the Missouri Pacific division and branches applicable to the above (to and including February 1, 1876,) to be \$350,000, which leaves a deficiency to be provided for from future earnings of \$602,595, and this without any provision for floating debt creditors, principal or interest. The floating debt creditors are not peremptory in their demands at the present time, yet they intimate very strongly that some action is expected at an early day, and your committee cannot urge too strongly upon the stockholders the necessity of immediate action, as the floating debt is past due, or fast maturing, and the collaterals thereto are liable to be sacrificed, if there is delay. The depreciation of their shares at the Exchange has utterly destroyed their credit, and, with their large floating debt, the directors have been compelled to use all their net resources for maturing bond interest and rentals. In conclusion, we would suggest that if the stockholders would come forward and take the \$1,854,000 third mortgage bonds at 75 per cent, then the floating debt could be retired, and by the stockholders foregoing their rental for a few years we have no doubt that with proper management, the future growth of business on the road will in time make their stock of value; otherwise, the third mortgage bondholders (the most of whom are floating debt creditors) may ask for their rights, and in that case take the property. In any event we would recommend that, if the leases of the several branches, excepting perhaps the Carondelet, cannot be cancelled,

that they be so modified as not to prove a loss to the company in operating them.

Ohio and Mississippi Railroad.

At the annual meeting of this company held in Cincinnati on the 14th inst., the following gentlemen were elected directors to fill the vacancies caused by the resignations of J. D. Prince and F. Schuchardt, and the death of S. U. F. Odell, and in place of the Directors retiring by rotation: D. Torrance, J. Pierpont Morgan, Robert Garrett, Frank W. Tracey, Theodore G. Meier and Charles L. Beecher. A. N. Chrystie resigned his office of Vice President and General Superintendent, and E. H. Waldron, of Lafayette, Ind., was appointed General Superintendent. The Finance Committee in New York consists of D. Torrance, John King, Jr., J. Pierpont Morgan, Sir A. T. Galt and Robert Garrett. The purchase of the Springfield and Illinois Southeastern Railroad was unanimously ratified. The annual report of the president was read, from which the following items are extracted:

We have obtained in net earnings \$863,510 48, out of which the interest on the whole mortgage and bonded debt of the company has been paid, viz: \$770,273 29, as well as the purchases and redemption of bonds for the several sinking funds, amounting to \$75,198 75, and leaving a surplus of \$18,038 44.

The net earnings of the half year ended December 31, 1874, were \$604,483 45, or considerable more than the total expenses and charges incidental to those six months, including coupon interest and preferred stock dividend. Consequently we anticipated the payment of the preferred stock scrip dividend of December 1, 1873, due March 1, 1875, \$139,589, and in the remaining six months would yield the usual average result. We paid a further dividend on the preferred stock, March 1, 1875, \$140,854.

The president deprecates the railroad competition, for which, he claims, no responsibility can attach to them, and states that it, together with the severe winter, frustrated the expectations of the company, and augmented current liabilities and decreased floating assets \$196,717 92. The total length of the road, including branches, is 700 miles, and the total assets—railroad and branches, including equipment, real estate, depot building, machine shops, cash and accounts receivable—\$35,224,029 51; the two later amounting to \$418,-

778 59. The gross earnings of the whole line from Cincinnati to St. Louis for 1873-4 are \$3,478,074 10; for 1874-5 \$3,527,774 10.

Western Maryland Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 20th inst. J. Henry Hoppe, of Carroll county, was appointed chairman, and John S. Harden secretary. The report of the president and directors was read and adopted, and reports of the treasurer, auditor and master mechanic were presented and ordered to be printed.

Five directors on the part of the stockholders were unanimously re-elected for the ensuing year, as follows: John K. Longwell, of Carroll county; Joshua Piggs, of Frederick county; John Welty, George W. Harris and Isaac Motter, of Washington county. The re-elected directors on the part of the city of Baltimore are as follows: Alexander Riegan, E. G. Hipsley, Daniel J. Foley, John A. Griffith, S. H. Adams, Wm. A. Boyd, Jr., Wm. Seemuller and George M. Bokee.

The report of the president and general manager, J. M. Hood, and directors shows that the gross earnings for the year ending September 30, 1875, were as follows: from passengers, \$139,864 85; freight and express, \$130,510 81; milk and marketing, \$16,208 95; mails, \$6,167 90; miscellaneous sources, \$965 53—total, \$293,718 04.

The total expenses were \$194,420, leaving the net earnings \$99,298 04, which, compared with 1874, is an increase of earnings of \$15,925, while the expenses decreased \$22. As compared with 1873 there is an increase in revenue of \$75,333 76, and a decrease in expenses of \$8,053 29, making a net increase of \$83,387 05.

In August, 1874, the company moved 59,964 passengers, with its terminus at Fulton, while in August, 1875, the number was only 54,378, notwithstanding the company had three other points in the city for receiving passengers; while in September, 1875, with the improved facilities and favorable weather there was an increase in revenue over September, 1874, of \$7,112 20, and an increase of 14,885 passengers.

During the year 309,245 passengers were moved, and 106,798 tons of freight, making an increase over 1874, of 53,853 passengers and 15,968 tons of freight.

For necessary improvements, the expenditures, besides ordinary operating expenses, were \$64,866, including new main track and sidings, new depots, platforms, turn-tables, water tanks, cattle chutes, coal bins, ballasting old road, corporation work at Hagerstown, the construction of new coal cars, and the application of the Loughridge air-brake to four engines and twenty-seven passenger and baggage cars, at a cost of \$3,250.

Operating the road has cost 66 per cent of the gross revenue; and this on a line with a light traffic, and one-half of its length covered by grades ranging from 75 to 100 feet per mile is considered a very favorable result.

The report embodies statements and details in regard to arrangements made for tunnel and other "trackage" and depot accommodations with the Northern Central and Baltimore and Potomac Companies; also in regard to the new depot site, bounded by Hillen, Exeter, High and Front streets, and the triangular block bounded by Bu-

ren and Falls streets and Liberty alley, for turntable and engine house purposes.

In regard to the city aid in these central depot facilities the president remarks:

The plan of applying to the city for aid, though not remarkable with the company for novelty, nor the last to suggest itself, was acted upon and the ordinance was passed by the city council authorizing the commissioners of finance to purchase and improve the property and lease it to the railroad company, thereby not only making a first-class investment of surplus funds, but such a one as will materially strengthen the city's security for larger sums already expended in the construction of the road.

Messrs. S. H. & J. F. Adams, contractors, are progressing so rapidly with the depot building as to leave little doubt of its completion by the stipulated time, February 1st, 1876.

The Emmittsburg Railroad from Rocky Ridge station to Emmittsburg, seven miles, will be open for business within the next thirty days. The light rails of the Western Maryland road, between Hagerstown and Williamsport, were sold to the Emmittsburg road. New heavy rails were laid between Westminster and Owings' Mills, where the work is heaviest, and the half-worn rails taken up there were placed between Williamsport and Hagerstown. When completed the Emmittsburg road will be operated by the Western Maryland Company.

The report advocates a branch road to the town of Waynesboro', Pa., which is six miles north of the proposed junction at the west foot of the Blue Ridge. This, it is stated, is now recognized by enterprising citizens of Waynesboro' as a business necessity, and there can be no doubt that with a little of their well-known energy turned to the accomplishment of this purpose they will soon be on the high road to prosperity, under the influence of first-class facilities, without which their manufacturing and agricultural interests have long labored under serious disadvantages.

The report advocates more extended hotel and boarding-house accommodation for summer travel on the line, and says: "Increased hotel accommodations at Westminster and on the Blue Ridge, at the summit, or at Waynesboro', will no doubt come at an early day and contribute greatly to the business of the road. There is no apparent reason why in the near future Westminster should not occupy as important relations to Baltimore as Westchester does to Philadelphia." One or more first-class hotels on the Blue Ridge summit, sixty-six miles from Baltimore, it is thought, would be greatly advantageous to the road.

Satisfaction is expressed with the plan adopted to meet the wants of traffic in hiring coaches from the United States Rolling Stock Company. The coal trade from the canal at Williamsport is increasing so rapidly that steps are urged for securing the immediate use of coal cars from some company to accommodate the trade. In conclusion the report says:

Instead of making a spasmodic or premature attempt at paying interest, with the certainty of being compelled to stop, after one or two efforts, with the road in a worn out and crippled condition, it has been the policy of the company to place it in a safe and satisfactory condition, with every reasonable auxiliary that was calculated to attract business and tend to the prosperity of the section it was serving, believing that the payment

of interest, then judiciously begun, could be proceeded with uninterruptedly.

While we would not recommend to the city of Baltimore a further outlay of capital on the road, yet the material interests and prosperity of the city are so intimately allied with and dependent upon the vast mineral and other fruitful regions, that could be served with much economy of time and expense by the extended Western Maryland Railroad, we think every citizen should fully understand and appreciate the important bearings of an auxiliary so necessary to the full enjoyment by the city of its great geographical advantages. It is therefore hoped, that by a willingness on the part of the city to dispose of its interest on favorable terms, some of the numerous inquiring capitalists may be induced to take the matter up, with a satisfactory guarantee of an early prosecution and completion of the road to Johnstown, some of the advantages of which are set forth in a communication published with this report.

The equipment of the road consists of 12 locomotives, 13 passenger, 5 excursion, 5 baggage and mail, 3 express, 74 box, 10 stock, 74 gondolas, 1 coal, 8 stone hoppers, 1 wreck, 11 ballast, 21 hand, 25 truck and 10 construction cars.

The report of the treasurer, John S. Harden, shows the receipts of the company from passengers, freight, mail, etc., to be \$288,337 45. The expenses of trains, repairs of road, engines, cars, bridges, salaries, office rent, insurance, etc., is \$171,245 39; interest on accounts and on funded coupons, \$13,287 48—leaving \$103,804 53, of which amount \$80,202 94 has been expended on new track and equipment, in fitting up Greenwood Excursion Park, and in the payment of old unsettled judgments and accounts.

In the month of October last a committee was appointed by the board of directors to investigate all old claims against the company, and upon their recommendations nearly all have been settled, amounting to over \$25,000, the principal ones having been standing for years. The funded coupon debt to date is \$171,131. The sinking fund of this company, held by the finance commissioners of the city, is now \$149,165 59.

Vermont and Canada Railroad.

At the annual meeting of the stockholders of this company, held at Bellows Falls, Vt., on the 21st inst., the President, James R. Nichols, Esq., presented the following report:

In presenting a brief report of the events of the past year, as connected with your property, it is not deemed necessary to extend the retrospect beyond the meeting of the company at Bellows Falls, April 16, when action was taken upon the matter of the sale of the road to the Central Vermont, and when you were fully informed of the condition of your affairs.

At that meeting, and for several weeks prior, evidence was afforded that a difference of views prevailed in your Board of Directors. There was not unanimity respecting the transfer of the road by sale to the Vermont Central; some of the conditions being strenuously opposed by a minority of the Board.

You decided, however, by a vote of nearly two to one in favor of the sale upon the terms and conditions as recommended, and your President was empowered to execute the papers as soon as practicable. Six months have elapsed since this action was taken, and the paper remains unexecuted. Why this delay? In the answer to this inquiry is contained about all that is important to present in this report.

The hindrances to the fulfillment of your wishes were present at the meeting where they were made known. On the instant that it adjourned service was made upon your President and Directors requiring them to appear before the Supreme Court

of Vermont to show cause why they should not be enjoined from executing a portion of the papers. Motion was made before Judge Barrett at Woodstock on May, 12, F. A. Brooks, Esq., one of your Directors, appearing and arguing the case in behalf of the petitioners, and Hon. C. W. Willard of Montpelier, counsel for your road, appeared to oppose the injunction. Judge Barrett, after the hearing at the close of a very able review of the case, refused the injunction, thus furnishing a gratifying instance of a decision apparently favorable to your interests in the courts of Vermont.

This temporary injunction was sought on the petition of parties opposed to the sale of your road, and the contest was one waged by this minority against the majority of the stockholders. Although the proceeding was not abandoned, we were advised that the refusal to grant the temporary injunction left your President at liberty to carry out the wishes of the majority, but other obstacles almost immediately arose which have not been removed.

Another bill seeking an injunction was filed in Chancellor Royce's Court at St. Albans by Messrs. Codman and Johnson of Boston, attorneys for certain parties holding bonds alleged to be guaranteed by the Vermont and Canada Road. The injunction, which was granted and is still in force, restrains us from distributing any bonds we might receive from the Central Vermont in carrying out the sale. It has not been deemed necessary as yet to have a formal hearing on this bill.

Still other complications and difficulties have arisen which in themselves were sufficient to postpone or entirely defeat the sale of your property. The annual meeting of the Central Vermont Company was held at St. Albans on the 19th of May last. At that meeting a stormy scene occurred, occasioned by the attempt of John B. Page, Esq., President of the Rutland Road, and others, to obtain control of the Vermont Central. By a skillful manoeuvre on the part of Gov. Smith, which it is unnecessary here to detail, he succeeded in holding control of the meeting, and the list of directors headed by him was declared elected by the inspectors.

The legality of this election Gov. Page and his supporters deny, and claim that the holding of the Central Vermont, by Gov. Smith, is a usurpation and a fraud. It is unnecessary to express opinions as to the rights, or the legality of the actions of either of the parties to this new contest. It concerns us only so far as it affects the interest of the Vermont and Canada Road. It is clear that it would be unwise to enter into important business contracts with either of the contending parties so long as it is uncertain which is competent to sign papers possessing legal force.

The questions at issue between the contestants have been taken to the courts for final adjudication, and when a decision will be reached it is hazardous to predict.

The scheme of consolidation of the Rutland and Central with your road, which was contemplated when the negotiations for its sale were completed, has apparently failed.

The Rutland road has commenced legal proceedings for the cancellation of their lease and the restoration of their road, on the ground of failure to receive their rent. It has been expected that some conclusion as to their rights would have been reached before this meeting, but various delays have occurred, and the preliminary hearing stands adjourned to Nov. 16th. It is very desirable that the Rutland lease should be terminated, as the enormous sums paid by the Vermont Central for rent have been mostly lost to the receivers, and have diverted money to useless purposes which ought to have been applied to paying the rent of the Vermont and Canada.

In the present unexpected and extraordinary complication of affairs in which your road is indirectly or directly involved it is impossible to form any definite plan of action to be submitted to you. Your Directors have carefully watched the progress of the many law suits and personal conflicts which have arisen, and which have so effectually

interfered with the consummation of plans which promised a restoration of your road, and they have taken such actions to protect your property as eminent legal counsel could suggest. While unable to foresee with any satisfactory approach to certainty what events or complications may take place out of the multiplicity of legal contests, the clashing of individual and corporate interests now going on in Vermont, the expectation is entertained that you will ultimately obtain possession of your property, and that dividends will be resumed through some channel. We have been, and doubtless future directors will be, forced to rely largely on legal advice, and the stockholders are to be congratulated on the fact that they have the assistance in all such matters of the Hon. C. W. Willard, an able, learned and independent lawyer, who has the full confidence of the board.

An election for directors resulted in the choice of the following gentlemen by a nearly two thirds vote: Edward Bangs, Bradley Barlow, John Curtis, J. N. A. Griswold, W. Mixter, J. R. Nichols, Samuel Willis.

New Jersey Midland Railroad.

An adjourned meeting of the first mortgage bondholders of this road was held at No. 87 Liberty Street, on the 21st inst. Mr. D. B. Halstead presided. The Chairman stated that the object of the meeting was to consider the various plans for the reorganization of the company.

Mr. McDowell offered a very elaborate plan, which was placed on file with the others.

Mr. A. J. Taylor moved that the trustees of the road be urged to press the proceedings for the foreclosure of the first mortgage. Adopted. It was also resolved to present to the trustees a written request, asking them to go on with the foreclosure proceedings, regardless of any plan.

Mr. J. Wyman Jones moved that thirty days' notice be given to the other bondholders before the adoption of any definite plan.

The result was that the plan proposed by Mr. Joseph N. Balestier was adopted with certain amendments, agreed upon by the meeting. The following is a brief outline of the amended plan as finally adopted:

1. After foreclosure the new company shall contract a first mortgage debt of \$500,000 for putting the road in complete running order and for paying its prior liens, and the same may be increased to not exceeding \$1,000,000 for improving its terminal facilities. No bond to be sold below ninety five per cent, and the directors may provide for their payment by a new bond.

2. Now seven per cent bonds, running for thirty years, payable in gold, shall be issued to the first mortgage bondholders. They shall bear date February 1, 1876, and the first six coupons shall be exchanged for stock.

3. The past due coupons, with interest, and those six coupons with the gold premium on February 1, 1876, shall be exchanged for the capital stock.

4. Income bonds shall be issued to the holders of the second mortgage bonds for the amount of their bonds and unpaid coupons. Whenever the net earnings shall exceed the interest upon the two classes of bonds and seven per cent upon the capital stock the income bonds shall be entitled to a dividend not exceeding seven per cent per annum. Such scrip may be redeemable at par in installments of not less than ten per cent.

5. Scrip No. 1 is to be issued for the liquidated principal of the third mortgage bonds and for the common debts of the company. Whenever the net earnings exceed the interest upon both classes of bonds, and seven per cent upon the capital stock and income bonds, scrip No. 1 shall be subject to the same regulations and advantages as income bonds.

6. Scrip No. 2 shall be issued to the capital stockholders at forty per cent in exchange for their stock certificates. Whenever the net earnings exceed the interest upon the two classes of bonds, and seven per cent upon the capital stock and upon income bonds and scrip No. 1, then scrip No. 2 shall be entitled to the same advantages.

7. All first mortgage bondholders shall deposit their bonds with the Central Trust Company before December 1, with one fourth of one per cent of their value in cash for defraying the costs of foreclosure. The holders of the second mortgage bonds who desire to avail themselves of this plan shall pursue the same course.

The plan was adopted by a large majority, and the Chairman, Mr. D. B. Halstead, was empowered to appoint the permanent committee, of which he shall be one.

Attleboro' and Providence Railroad.

A correspondent of the Providence Journal, writing from Attleboro', Mass., thus describes a new railroad enterprise in that State:

Surveys have been made and a map drawn for the route of the projected new railroad between Attleboro' and Providence designed to strike the Providence and Worcester road at a point north of Pawtucket. This line requires but fifteen and one half miles of new road to connect the termination of the Boston, Clinton and Fitchburg at Attleboro' with Providence. The route is nearly an air line, passing through South Attleboro' with scarcely a curve, and no grades of more than forty feet to the mile. The projected line lies wholly within Massachusetts, and the engineer estimates its cost not to exceed \$25,000 a mile exclusive of equipment.

The feasibility of the undertaking lies in the fact that it reduces the distance between Attleboro' and Providence by one mile, offering connection to the Boston, Clinton and Fitchburg and to the New Bedford roads with Providence, over a shorter route, affording to Attleboro' increased advantages and the promise of additional growth. The new line is projected primarily for the benefit of Attleboro', while its success will be enhanced by the through connections. Gentlemen of capital and enterprise are engaged in the undertaking and have completed preliminaries for the formation of an incorporated company under the consolidated railroad laws of 1874.

According to the report of Moses Kelly, treasurer of the sinking fund commissioners, the funded debt of the District of Columbia is \$5,814,700, that of the late corporation of Washington, \$3,562,974 22, and that of Georgetown \$200,189 21—making a total of \$9,137,863 43. Some \$500,000 is to be taken from this sum for bonds included but not disposed of, making the amount outstanding \$8,600,163 48. Ten million five hundred and ninety four thousand five hundred and fifty dollars of 3-65 District bonds have been issued.

In the suit of Oak Ames, et al., executors, against the Lake Superior and Mississippi Railroad Company, the Supreme Court of Minnesota has reversed its former ruling, and now holds the charter of the road, as amended by the act of March 8, 1861, to be constitutional and valid.

The survey of the Winona and Southwestern Narrow Gauge Railway, from Winona, Minn., to the Iowa State line, was commenced on the 20th inst., and will be completed by the middle of November.

C. M. Smith has been elected President and Wm. B. Corneau Secretary of the Hannibal and Naples Railroad Company.

District of Columbia 3-65 Bonds.

The following is the opinion, in full, of the Attorney General upon the question regarding the pledge of the General Government for the payment of the interest and principal of the 3 65-100 District bonds:

DEPARTMENT OF JUSTICE, }
WASHINGTON, D. C., Oct. 22, 1875. }

To the President of the United States:

Sir—The question submitted by the President to the Attorney General is, whether "The faith of the United States is pledged to provide for the payment of the interest and principal of the 3 65-100 District bonds." That the faith of the United States is so pledged I have no doubt whatever, and I respectfully suggest that the contrary opinions, which have been given by some eminently respectable lawyers, have resulted from a hasty and superficial examination of the question. The true relation which the District of Columbia bears to the federal government seems to have been entirely overlooked.

Under article 1, section 8, clause 17 of the constitution Congress has power to exercise exclusive legislation in all cases whatsoever over such district (not exceeding ten miles square) as may, by cession of particular States and the acceptance of Congress, become the seat of the government of the United States, and to exercise like authority over all places purchased by the consent of the Legislature of the State in which the same shall be, for the erection of forts, magazines, arsenals, dockyards and other needful buildings. Section 179 of the Revised Statutes of the United States provides that "All that part of the territory of the United States included within the present limits of the District of Columbia shall be the permanent seat of the government of the United States."

Thus Congress has supreme legislative power over the District of Columbia, a power which has never been delegated to any local municipality. Congress exercises direct, exclusive and absolute legislative authority over the District; Congress fixes the rate of taxation, declares what property shall be subject to or exempt from taxes in the District and prescribes the mode of assessment and the enforcement of collection of the taxes imposed. (See the act of Congress, approved March 3, 1876, entitled "An act for the support of the government of the District of Columbia, for the fiscal year ending June 30, 1876, and for other purposes.")

The Treasury of the United States is, by law, the sole depository of the taxes and revenues of the District. The debt for which Congress authorized the issue of bonds was made by officers of the United States, whom the President had appointed and whom the Senate had confirmed, and the debt was contracted chiefly for improving the streets, avenues and sewers of the District, which are the exclusive property of the United States (*Van Ness vs. City of Washington*, 4 Peters, 232.) Had there been no specific pledge on the part of the government it would have been bound upon every principle of law, good faith and common honesty to pay the interest and principal of these bonds. The debt was incurred by its own officers. The money borrowed was expended for the improvement of its own property under its own direction. Upon the 30th of June, 1874, Congress passed an act which provides in the seventh section for the issue of the "District Three-sixty-five bonds," and to leave no doubt about the liability of the government the act of February 20, 1875, was passed, entitled "An act to amend an act entitled an act for the government of the District of Columbia and for other purposes, approved June 20, 1874."

Sec. 7. That the Sinking Fund Commissioners of said District are hereby continued, and it shall be the duty of said Sinking Fund Commissioners to cause bonds of the District of Columbia to be prepared in sums of \$50 and \$500, bearing date August 1, 1874, payable fifty years after date, bearing interest at the rate of 3 65-100 per cent per annum payable semi-annually, to be signed by the Secretary and the Treasurer of said Sink-

ing Fund Commissioners and countersigned by the Comptroller of said District and sealed as the board may direct, which bonds shall be exempt from taxation by federal, State or municipal authority, engraved and printed at the expense of the District of Columbia, and in form not inconsistent herewith, and the faith of the United States is hereby pledged that the United States will by proper proportion of appropriations as contemplated in this act, and by causing to be levied upon the property within said District such taxes as will do so, provide the revenues necessary to pay the interest on said bonds as the same may become due and payable, and create a sinking fund for the payment of the principal thereof at maturity. Said bonds shall be numbered consecutively and registered in the office of the Comptroller of said District, and shall also be registered in the office of the Register of the Treasury of the United States, for which last named registration the Secretary of the Treasury shall make such provision as may be necessary; and said Commissioners shall use all necessary means for the prosecution of any unauthorized or fraudulent issue of any such bonds; and the said Sinking Fund Commissioners are hereby authorized to exchange said bonds, at par, for like sums of any class of indebtedness in the preceding section of this act named, including sewer taxes or assessments paid, evidenced by certificates of the Auditory Board provided for in this act."

The act still further provides that the interest of all said bonds shall be payable at the Treasury of the United States. Section seven reads: "And the faith of the United States is hereby pledged that the United States will * * * provide the revenues necessary to pay the interest on said bonds as the same may become due and payable, and create a sinking fund for the payment of the principal thereof at maturity."

The fact that the act points out the means over which the United States has the absolute power to provide the revenues to meet those obligations only strengthens the pledge of faith which the government gives. It was never yet imagined that the obligation of the government was relaxed or its faith less securely pledged when it obtained loans in 1842, and subsequently, and pledged the proceeds of public lands and the customs revenues to secure the payment of those loans, because of the mention of those resources of the nation. The faith of the United States is clearly pledged to the payment of the interest on these 3 65-100 District bonds, as the same fall due, and to the payment of the principal of the bonds when the same mature.

There is no way short of a shameless violation of the clearest principles of settled law and honest dealing that the government can escape from the full payment of these bonds.

1st. The United States themselves contracted the debt for which the bonds were given.

2d. The United States used the money or labor for which these bonds were given to improve their own property.

3d. The United States themselves authorized the issue of these bonds to secure their own debt.

4th. The United States, by specific act of Congress, pledged the faith of the nation for the full payment of these bonds, and thus induced innocent holders to take the same and part with value.

5th. The United States, to give additional credit to these bonds, pointed out the very ways and means by which they would securely provide the revenues to meet the interest and principal, the government having absolute control over the ways and means suggested.

6th. The United States still further added to its pledged and strengthened confidence in its plighted faith by providing, in the same act of February 20, 1875, that "the interest of all said bonds shall be payable at the Treasury of the United States."

If the faith of the United States is not pledged to the payment of both principal and interest of these bonds as the same mature, then the United States have never pledged their faith for any debt. It is entirely clear that if any individual stood in

the same relation toward the bondholders which the United States now hold, he could be forced in any court of law to pay the honest holders of these bonds.

It is not of the smallest consequence whether you treat the United States as guaranters that revenues shall be raised in a particular way to meet the bonds, or as directly responsible to the holders. If the United States are considered as guaranters of the revenues, it comes to the same thing. They agree that certain means, under their absolute control, shall be employed to raise the necessary revenues, and thus pledge that the revenues shall be raised; the force of the obligation is thereby increased.

I have the honor to remain, your very obedient servant,

EDWARD S. PIERREPONT,
Attorney General.

Railway Brakes.

At a meeting of the Society of Engineers held on Monday evening, October 4th, in the Society's Hall, Westminster Chambers, Victoria street, Mr. J. H. Adams, president, in the chair, a paper on the Government Brake Trials was read by Mr. Thomas Maude. The author first referred to the object of the trials, and the general mode of conducting them. He then proceeded to give an account of the experiments carried out, noticing first of all the five experiments in which the continuous brakes were more particularly engaged, and giving tables with the results of those experiments worked out. From these it appeared that the three best brakes were, Clark and Webb's Chain, Smith's Vacuum, and the Westinghouse Automatic. The Westinghouse Automatic it was decided did the best work in the trials, but the author urged that on account of its complication and the difficulty to be experienced in keeping it in working order, it was not likely to be very generally used in this country. In America where the old Westinghouse brake is largely used, the opinion of the Committee of the American Railway Master Mechanics' Association, as quoted by the author, was that the Westinghouse Automatic Brake was not likely to supersede the old Westinghouse because of "the cost of its maintenance in perfect order." The next brake considered was Clark and Webb's Chain Brake, and the author pointed out that the working of that brake was not satisfactory, as the brake did not act as smoothly as it should in order to be generally used, although it was possible to obtain a powerful train stopper on that principle. The author next referred to Smith's Vacuum Brake, which, although it was never first in any of the experiments, always did good work, and was never far behind. The author then described the construction and working of this brake, which the Great Northern Railway Company are applying to their stock.—*Herapath.*

Driving Away Our Best Customers.

The railroad combination which has put up the passenger rates of transportation between the Eastern cities and the agricultural regions of the West, and expects to put up the rates of both passenger and freight transportation on the first of November, need not of course fear any competition from other roads running East and West from this or other Atlantic seaboard cities. They have no competitors, and it is not likely they will have any. Railroads communicating with this city have nothing to fear from railroads communicating with Philadelphia or Baltimore, or even Boston; for they have all formed a coalition to prevent a possibility of unfriendly opposition. It is a much more momentous question, however, to inquire whether or not the present and proposed policy of increasing freight and passenger charges westward on railroads terminating at the large and important cities of the Eastern coast will not gradually divert trade from the lines on which these charges are now higher and will eventually be even still more advanced, and direct it into channels that will possess natural advantages of transportation with which no Eastern railroad combination will

be able to successfully compete. Is it not, therefore, a ruinous policy in however small a degree to drive Western commerce into other channels, which will undoubtedly be the result of the system of high rates that has already been adopted between the East and West, and that will be still higher, after the first of November? The people of the West, South and Northwest have been for years unremittingly occupied in endeavoring to find a cheap and safe outlet at the mouth of the Mississippi for their products, and have been ceaselessly projecting overland methods of reaching the South Atlantic coast by railroads which will ultimately be established; and whenever Captain Eads shall have succeeded in deepening the channel of the Mississippi River at its mouth so as to float craft of the largest size, which the progress of his work already indicates he will be able to accomplish within a shorter period than our Eastern railroad coalition imagines, and when thriving seaports on the Southern Atlantic coast begin to tap the corn, and hemp and tobacco fields of the West and sugar plantations of the South by their own railroads, there will be a universal regret entertained that such a policy of high rates of transportation as that just inaugurated between the Northeastern cities and the Western agricultural States should have ever been instituted. But it will then be too late. Western trade will have found new and cheaper channels that a wiser and more liberal railroad policy might have preserved to New York and its sister cities of the upper Atlantic coast.—*Daily News.*

Important Decision.

In the United Circuit Court, at Philadelphia, on the 25th inst., Judge McKennan delivered an opinion in the suit in equity of Adams Express Company vs. The Philadelphia and Reading Railroad Company. This suit was brought in the name of President Dinsmore, and of the Express Company as well, the bill averring that it is a joint stock association composed of more than seven shareholders, formed July 1st, 1854, in the State of New York, by certain written articles, duly executed by the parties thereto, under the laws of the State of New York, and the court was asked to restrain the Railroad Company from engaging in or carrying on the independent express business or collecting, transporting and delivering express matter beyond the termini, and to and from the stations of the road.

The bill was demurred to, on the ground that it neither averred that the joint stock company or association styled the Adams Express Company was a corporation, nor that the members were citizens of the State of New York or of some other State than Pennsylvania, and on the first of these reasons the Court sustained the demurrer, and dismissed the complainant's bill. The matter has been pending in the Circuit Court since the 2d of October, 1872, and has been several times, in one shape or another, under consideration.

Track laying on the Woodland and Tehama, Cal., railroad has been commenced. It appears that the railroad company intend to relay their whole road with steel rails as the present rails are worn out.

The first trip over the Los Angeles and Independence Railroad from Santa Monica to Cienga, the first station from Los Angeles, was made on the 17th inst.

About half the distance (six miles) of the railroad from Dumbarton Point to Alviso, Cal., has been graded.

The Coal Trade.

The total tonnage for the week ending on the 16th instant, as reported by the Miners' Journal, is 567,481 tons, being a decrease of 21,382 on the tonnage of the previous week. The anthracite tonnage for the year to the 16th instant is 15,722,456 tons, against 16,026,488 tons to corresponding date last year, a decrease of 304,032 tons. The bituminous tonnage for the week was 91,298 tons, and for the year 3,115,738 tons, making a total of all kinds for the week of 658,779 tons, and for the year 18,838,104 tons, against 18,929,730 to corresponding date last year, a decrease of 91,536 tons. At Port Richmond for the week ending the 23d instant there were receipts of 70,000 tons of coal, shipments of 65,000 tons, leaving 180,000 tons on hand. The quantity of coke and coal transported over the Pennsylvania Railroad for the last week was 95,483 tons, and for the year 3,297,289 tons, of which 2,689,156 was coal, and 530,941 coke. This embraces all the coal carried both east and west. It is understood that there will be no advance in the prices of coal during the month of November. The representatives of the several companies in the combination, it is stated, have agreed to this. The Philadelphia and Reading Coal and Iron Company announces the following as the November prices for coal delivered on board of vessels at Port Richmond: Lump and Chestnut sizes, \$4 55; steamboat, \$4 65; broken, \$4 75; egg, \$5 15; store, \$5 60. Some special qualities of coal are quoted higher than the foregoing figures.

Redemption of National Bank Notes.

It is understood that among the prominent features of the forthcoming report of the Treasurer of the United States the following recommendations affecting the redemption of National Bank notes will be made:

First—That the National Bank Redemption Agency be made a separate bureau in the office of the Secretary of the Treasury, under the charge of a superintendent, who shall give a bond for the faithful discharge of the duties.

Second—That the Five Per Cent. Redemption Fund shall be kept in the Treasury, but subject to the checks of the Superintendent, and that they be payable in currency or drafts in New York, Boston, Chicago, St. Louis or other sub treasuries.

Third—That banks or others sending National bank notes for redemption shall be required to prepay the express charge to Washington, and that for all other expenses of this agency the National banks shall be allowed from their next semi-annual return of tax upon circulation the amount of any assessment that may be made, as also in their assessments heretofore made.

The work of building the connecting line of railroad from Albert Lea, Minn., to Norwood, Iowa, is fast being pushed to completion. Col. A. DeGraff, of St. Paul, Minn., has the contract for the entire work. Trains are expected to be running by the 1st of December.

The total area of Washington Territory is 44,796,160 acres, of which 11,700,952 acres have been surveyed. During the two years ending June 30, 1875, there have been surveyed 3,218,141 acres of public lands and 264,144 acres of Indian reservations.

The McIntire Street Railway company, of Zanesville, Ohio, has been incorporated by Joseph F. Gorsuch and others.

Seattle and Walla Walla Railroad.

The Seattle (W. T.) Intelligencer says that a proposition has been made to the company to build and equip the twenty mile section of the Seattle and Walla Walla Railroad, and the parties offering so to do agreeing to take their pay in stock in the whole road. The proposition comes from a reliable quarter, and has been accepted by the Trustees upon condition of a bond in the sum of \$250,000 being given for the faithful performance of the contract, and there is but little doubt in regard to this most advantageous scheme being carried out—and when it is, the final completion of the whole road will speedily follow. The entire length of the first section is 20 8-10 miles, with very light grading, and can be constructed ready for operation for a trifle less than \$200,000. This amount the parties, who are represented by the person making the above proposition, can readily advance.

Erie Railway.

In the Supreme Court, Chambers, on the 25th inst., in the matter of the Receiver's report in the suit of the Farmers' Loan and Trust Company vs. the Erie Railway Company, Judge Lawrence gave the following decision:

Upon examination of the report of the Referee in this case, I find that a question was submitted by the Referee, to which no allusion whatever was made at the time the papers were submitted to me. If the order to be entered is upon consent of all the parties, I want the written consent before me. If not, I desire to hear counsel on the point left open by the Referee.

It is understood that the point referred to is as to whether the Receiver of the Erie Railway must personally examine all the vouchers connected with the transactions embodied in his report. Until this question is decided his report will not be confirmed.

Stockton and Ione Railroad.

The Stockton (Cal.) Independent of October 5, says that an agreement has been entered into between the President and Directors of the Stockton and Ione Railroad Company and the contractor, by which the President has signed the bonds of the company. According to the terms of the agreement, the bonds are to be deposited with the First National Gold Bank and Trust Company of San Francisco, and are not to be negotiated for less than seventy five cents on the dollar of their par value. The money received to be retained in said bank, and only to be drawn by order of the Treasurer of the Stockton and Ione Railroad Company, countersigned by the contractor, and only to be used for the purpose of constructing the road.

Col. Thomas McKissock, late General Superintendent of the St. Louis, Iron Mountain and Southern Railroad, has been appointed General Superintendent of the St. Louis, Kansas City and Northern Railroad in place of Col. W. R. Arthur, who recently resigned that position.

W. C. Rowland has been appointed "General Superintendent of the Transportation Department" of the Louisville and Nashville Railroad, in the place of A. Fink, resigned.

A contract has been entered into for the completion of the Little Rock and Fort Smith railroad, a distance of 45 miles, between the present terminus and Fort Smith.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,280,000	J. & J.	July '75 34	Long Island 50	3,000,000	M. & S.	May '73 10e	Vermont and Mass. 100	\$2,800,000	A. & O.	Oct. '75 2
Allegheny Valley 50	2,216,350	J. & J.	July '74 4	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '69 3	Warren (N. J.) 100	1,800,000	A. & D.	Dec. '74 3
Atlanta and West Point. 100	1,232,200	J. & J.	July '74 4	Louisv. pref. 100	843,700	J. & J.	Jan. '74 44	Warwick Valley 100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf 100	3,693,200	J. & J.	July '74 4	Louisville & Nashville. 100	8,980,600	F. & A.	Feb. '74 4	Westchester & Phil. pref. 100	821,800	J. & J.	July '75 4
" guar. 100	784,476	M. & N.	Nov. '73 34	Louisv., N. Alb. & Chl. 100	3,090,000	J. & D.	Dec. '70 3	West Jersey 100	1,583,750	F. & A.	Feb. '74 4
Atlantic and St. Law. 100	39,494,900	M. & S.	Sept. '75 3	Lowell and Lawrence 100	200,000	A. & O.	Apr. '75 3	Winchester & Potomac* 100	180,000	J. & J.	July '75 3
" new 1870. 100	1,600,000	J. & J.	July '74 4	Lykens Valley 20	400,000	F.M.A.N.	Aug. '75 24	Winchester & Strasburg* 100	600,000	J. & J.	July '75 3
Avon, Genesee & Mt. M.* 100	225,000	A. & O.	Jan. '75	Macon and Western 100	2,500,000	J. & J.	July '75 6	Worcester and Nashua. 75	1,789,800	J. & J.	July '75 34
Baltimore and Ohio. 100	13,151,962	M. & N.	Nov. '75 5	Maine Central 100	3,400,000	J. & J.	July '75 6				
Washington Br. 100	1,650,000	A. & O.	Apr. '75 5	Manchester and Law. 100	1,000,000	M. & N.	Nov. '75 5				
Parkersburg Br. pref. 100	5,680,685	J. & J.	July '74 4	Marietta & Cincinnati. 50	1,408,912	J. & J.	Sept. '66 34				
Berkshire 100	320,500	quarterly	Oct. '75 0	" 1st pref. 50	8,130,719	M. & S.	Sept. '66 34	Albany City 100	110,300	— & —	—
Boston and Albany 100	10,864,100	M. & N.	May '75 5	" 2d pref. 50	4,460,368	M. & S.	Sept. '66 34	Baltimore City 25	800,000	— & —	July '75 4
Bos., Cin. & Fitchburg. 100	683,200	J. & D.	June '75 3	Massachusetts 100	400,000	F. & A.	Feb. '75 3	Bleeker St. & F. Y. (N.Y.) 100	900,000	— & —	—
Agricultural Br. guar. 100	60,000	J. & D.	June '75 3	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3	Boston and Chelsea. 100	110,000	A. & O.	Oct. '75 4
Bost., Concord & Mont.* pref. 100	800,000	M. & N.	May '75 3	Michigan Central 100	18,738,204	J. & J.	Jan. '73 4e	Broadway (Brooklyn). 100	200,000	J. & J.	Jan. '75 5
Boston and Lowell. 500	3,200,000	J. & J.	July '75 0	Mill Creek & Minehill* 50	323,375	J. & J.	July '75 5	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jan. '75 3
Boston and Maine. 100	16,921,274	M. & N.	Nov. '75 4	Milwaukee and St. Paul. 100	15,399,261	J. & J.	Dec. '70 7e	Brooklyn City 100	1,500,000	F.M.A.N.	Aug. '75 3
Boston and Providence. 100	4,000,000	M. & N.	May '75 5	" pref. 100	12,274,483	F. & A.	Aug. '74 34b	Brooklyn & Jamaica. 100	600,000	J. & J.	July '70
Buffalo, N. Y. and Erie* 100	1,400,000	F. & A.	Aug. '74 34	M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Aug. '74 34	Brooklyn and Jamaica. 100	488,100	— & —	—
Burlington and Mo. Riv. 100	5,254,203	M. & S.	Sept. '75 5	Morris and Essex 100	14,008,100	J. & J.	July '75 34	Bushwick (Brooklyn). 100	302,000	J. & J.	July '71 34
" pref. 100	1,485,900	M. & S.	Sept. '75 5	Naugatuck 100	1,882,900	F. & A.	Feb. '75 54	Cambridge 100	800,500	A. & O.	Oct. '67 24
Camden and Amboy* 100	5,847,800	quarterly	Oct. '75 24	Nequehoning Valley* 50	1,000,000	M. & S.	Sept. '75 5	Can. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 24
Camden and Atlantic. 50	377,400	— & —	Oct. '75 34	Newark and N. York* 50	977,400	J. & J.	Jan. '75 34	Citizens' (Phg.) 50	200,000	M. & S.	Nov. '71 7
" pref. 50	838,469	— & —	Oct. '75 34	N. Bedford 100	1,678,500	M. & N.	Nov. '75 4	Coney Island & Brookl. 100	500,000	— & —	—
Cape Cod 60	1,020,330	J. & J.	Jan. '72 24	N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '75 24	D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	Aug. '75 2
Cape May and Millville* 50	447,000	J. & D.	June '75 3	N. Haven & Northamp. 100	605,000	quarterly	Sept. '72 3	Eight Avenue (N. Y.) 100	1,000,000	J. & J.	Jan. '75 6
Catsquaque & Fogelsv. 50	428,900	Novemb.	Nov. '71 6	New Jersey* 100	7,295,200	quarterly	Oct. '75 24	Elizabeth and Newark 100	200,000	— & —	—
Catawissa 50	1,184,500	— & —	—	New London Northern* 100	1,418,800	quarterly	Oct. '75 2	42nd St. & G. St. Ferry 100	748,000	M. & N.	May '75 5
" pref. 50	2,200,000	M. & N.	May '75 24	N. Y. Cen. & Hudson R. 100	89,428,330	quarterly	Oct. '75 2	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '75 5
Cayuga and Susq.* 100	589,116	J. & J.	July '75 44	New York and Harlem. 100	8,500,000	J. & J.	July '75 4	Girard College (Ph.) 50	600,000	J. & J.	July '71 3
Cedar Rapids & Mo. R.* 100	6,850,400	F.M.A.N.	Aug. '75 1	" pref. 100	1,500,000	J. & J.	July '75 4	Grand St. and Newton. 100	170,000	J. & J.	July '71 2
" pref. 100	769,600	F. & A.	Aug. '75 34	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Central of Georgia. 100	4,666,800	J. & J.	July '73 5	N. Y., Provid. & Boston. 100	2,500,000	quarterly	July '75 24	Heston, Mantau & Fairm. 100	2,050,000	J. & J.	Jan. '75 4
Central of New Jersey. 100	20,000,000	quarterly	Oct. '75 24	Nisg. Bridge & Canand* 100	1,000,000	J. & J.	July '75 24	Highland 100	200,000	M. & N.	May '75 4
Central Ohio 50	2,425,000	J. & D.	June '75 3	North Carolina* 100	4,000,000	irregular	Jan. '75 3	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '71 6
" pref. 50	400,000	J. & D.	June '75 3	N. Eastern (S. C.) pref. 100	96,000	M. & N.	May '67 4	Lynn and Boston. 100	200,000	— & —	—
Central Pacific 100	54,275,500	A. & O.	Oct. '75 4e	North Pennsylvania. 50	3,896,500	F. & A.	Aug. '75 3	Malden and Melrose. 100	200,000	— & —	—
Chemung* 100	880,000	quarterly	July '75 14	Northern Central 50	5,842,000	M. & N.	Jan. '74 34	Metropolitan (Boston). 100	1,500,000	J. & J.	July '75 4
Cheshire, preferred 100	2,100,000	J. & J.	July '75 2	Northern N. Hampsh. 100	3,068,400	J. & D.	June '75 34	Middlesex (Boston). 100	400,000	M. & N.	May '75 3
Chicago and Alton 100	8,929,900	M. & S.	Sept. '75 4	Northern New Jersey* 100	1,000,000	J. & J.	July '74 4	Ninth Avenue (N. Y.) 100	797,320	— & —	—
" pref. 100	2,425,400	M. & S.	Sept. '75 4	Norwich and Worcester* 100	2,804,400	J. & J.	July '75 5	Orange and Newark. 100	282,555	— & —	—
Chicago, Burl. & Quincy. 100	18,988,910	M. & S.	Sept. '75 3	Ogdensb. & L. Champl.* 100	3,077,000	J. & J.	July '75 3	Philadelphia City 50	750,000	J. & J.	July '75 5
Chicago, Iowa & Nebraska* 100	3,916,240	J. & J.	July '75 4	" pref. 100	2,000,000	A. & O.	Oct. '75 4	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Chicago & N. Western. 100	14,984,600	J. & D.	Dec. '72 34	Ohio and Mississippi. 100	20,000,000	quarterly	July '74 4	Phila. and Grey's Ferry 50	284,775	J. & J.	July '75 2
" pref. 100	21,455,653	J. & J.	July '75 34	" pref. 100	4,030,000	J. & D.	Mar. '75 34	Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Chicago, B. I. & Pacific. 100	25,000,000	A. & O.	Oct. '75 4	Oil Cr. & Allegheny R. 50	4,269,450	quarterly	Jan. '74 3	Second Avenue (N. Y.) 100	888,100	J. & J.	July '75 2
Cin., Ham. & Dayton. 100	3,600,000	A. & O.	Apr. '73 4	Old Colony & Newport. 50	6,983,100	J. & J.	July '75 34	Second & Third St. (Ph.) 10	962,100	J. & J.	July '75 5
Cin., Sand. and Cleve.* 50	2,980,550	— & —	Apr. '72 10e	Oswego and Syracuse* 100	482,400	F. & A.	Aug. '75 4	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
" pref. 50	429,037	M. & N.	May '75 2	Pacific of Missouri. 100	3,635,750	quarterly	Oct. '75 14	Sixth Avenue (N. Y.) 100	750,000	M. & N.	Nov. '74 5
Clev., Col., Cin. & Ind. 100	14,991,275	F. & A.	Feb. '75 34	Panama 100	7,000,000	quarterly	Oct. '75 3	Third Avenue (N. Y.) 100	1,170,000	F.M.A.N.	Aug. '75 2
Cleveland & Mahoning* 100	2,057,589	M. & N.	May '74 34	Patterson and Hudson* 100	832,000	J. & J.	July '75 4	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '75 2
Cleveland & Pittsburg* 100	11,238,150	F.M.A.N.	Aug. '75 11	Patterson and Newark* 100	250,000	J. & J.	July '75 34	23d street (N. Y.) 100	600,000	J. & J.	Jan. '75 4
Col., Chic. & Ind. Cen.* 100	13,000,000	J. & J.	July '75 34	Patterson and Ramapo* 100	248,000	J. & J.	July '75 34	Somerville (Boston). 100	98,000	M. & N.	May '75 3
Colombus and Xenia* 5	1,788,800	M. J. S. D.	Sept. '75 2	Pember & Hightstown* 50	342,150	J. & J.	Jan. '75 3	South Boston 50	450,000	quarterly	Oct. '75 24
Colum. & Hocking Val. 100	2,000,000	F. & A.	Aug. '75 4	Pennsylvania 50	68,144,475	quarterly	Aug. '75 2	Union (Boston). 100	356,800	J. & J.	July '75 5
Concord and Port. 100	1,500,000	M. & N.	Nov. '75 5	Peoria & Bureau Val.* 100	1,200,000	F. & A.	Aug. '75 4	Union (Phila.) 50	400,000	J. & J.	July '75 8
Concord and Port. 100	1,500,000	M. & N.	Nov. '75 5	Philadelphia and Erie* 100	6,004,300	J. & J.	July '74 4	West Philadelphia. 60	400,000	J. & J.	July '75 10
Conn. & Passump. Riv. 100	2,100,000	F. & A.	Feb. '75 3	" pref. 100	2,400,000	J. & J.	Sept. '74 4				
Connecticut Riv. 100	2,100,000	J. & J.	July '75 4	Phil. Ger. & Norristown* 50	1,626,250	M. J. S. D.	Sept. '75 3				
Cumberland Riv. 100	1,294,950	A. & O.	Oct. '75 5	Philadelphia & Reading 50	32,684,375	quarterly	Oct. '75 24				
" 1st pref. 50	241,900	A. & O.	Oct. '75 4	" pref. 50	1,551,800	quarterly	Oct. '75 24	Chesapeake and Delaware 50	1,983,553	J. & D.	June '75 2
" 2d pref. 50	243,000	A. & O.	Oct. '75 4	Phila. and Trenton* 100	1,259,100	quarterly	Oct. '75 24	Chesapeake and Ohio 25	8,229,594	J. & D.	June '75 2
Danbury and New H. 50	600,000	— & —	Dec. '74 14	Phila., Wil. & Balt. 100	11,524,250	J. & J.	July '75 4	Delaware Division 100	1,833,350	F. & A.	Aug. '75 4
Delaware 50	1,230,950	J. & J.	July '75 3	Pittsb., Ft. W. & Chi.* 100	19,714,285	quarterly	Oct. '75 14	Delaware and Hudson. 100	20,000,000	F. & A.	Aug. '75 5
Del., Lackaw. & Westn. 50	23,500,000	quarterly	Oct. '75 24	" Special Imp. 100	2,000,000	quarterly	Oct. '75 14	Delaware and Raritan* 100	5,844,400	quarterly	Oct. '75 24
Detroit & Milwaukee* 50	822,140	— & —	—	Pittsfield & N. Adams. 100	460,000	J. & J.	July '75 3	Erie of Pennsylvania. 50	64,000	— & —	—
" pref. 50	2,095,000	J. & D.	Dec. '69 7	Portland and Kennebec. 100	616,700	J. & J.	Jan. '75 3	Lehigh Coal & Navigat. 50	9,949,900	J. S. D. M.	Sept. '75 2
Dubuque & Sioux City* 100	5,000,000	A. & O.	Oct. '75 3	Yarmouth certificates. 100	202,400	A. & O.	Apr. '72 3	Monongahela Navigat. 50	1,003,500	J. S. D. M.	Jan. '73 3
East Pennsylvania* 100	1,509,200	J. & J.	July '75 3	Portl., Saco & Portam. 100	1,500,000	J. & J.	July '75 5	Morris (consolidated). 100	1,025,000	F. & A.	Feb. '75 2
East Mahoning* 50	392,950	J. & J.	July '75 24	Providence and Worcester. 100	2,000,000	J. & J.	July '75 6	" (preferred) 100	1,175,000	F. & A.	Feb. '75 5
Eastern (Mass.) 100	4,997,600	J. & J.	July '73 3	Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6	Pennsylvania 50	4,337,950	F. & A.	—
Eastern (N. H.) 100	492,500	J. & J.	Aug. '74 24	Rensselaer & Saratoga* 100	6,000,000	J. & J.	July '75 4	Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '75 30e
Kimira, Jef. & Canand* 50	600,000	F. & A.	Aug. '74 24	Roch. & Genesee Val.* 110	555,200	— & —	July '75 5	" (pref.) 50	2,838,977	F. & A.	July '75 60e
Kimira & Williamsport* 50	500,000	M. & N.	May '75 24	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '75 3	Susq. and Tide Water. 50	2,002,746	— & —	—
" pref. 50	500,000	J. & J.	July '75 34	Rutland* 100	2,479,700	J. & J.	July '75 3	Union 50	2,907,850	— & —	—
Erie Railway 100	78,000,000	— & —	—	" preferred 100	4,188,700	F. & A.	Feb. '75 34e	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '75 -
" pref. 100	8,538,910	— & —	—	St. Croix and Penobscot. 100	100,000	F. & J.	July '71 2				
Erie and Pittsburg* 50	1,090,250	M. J. S. D.	Sept. '75 14								

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	472,838	432,217	413,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900	.....	.....
Central Pacific:													
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,293,957	1,037,992	12,734,729
1873.....	553,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,873,632
1874.....	843,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,314,000	1,253,000	14,405,479
1875.....	890,000	902,000	1,192,000	1,355,000	1,797,000	1,711,000	1,477,000	1,532,000	1,561,000	.....	.....	.....	.....
Chicago and Alton:													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,473	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,228
Chicago and Northwestern:													
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,408
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,943	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	397,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
Clev., Col., Cin. & Ind.:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
Erie:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,522,595	1,522,595	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,465,550	1,687,772	1,577,945	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,016,005
1875.....	1,164,975	1,101,631	1,074,743	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	553,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	551,534	458,158	566,188	586,716	584,764	599,928	707,784	651,302	737,834	.....	.....	.....	.....
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1870.....	899,239	1,003,887	1,168,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,226,727	13,509,236
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,631	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
Marietta & Cincinnati:													
1872.....	155,982	143,995	150,946	146,816	160,819	158,425	153,364	165,800	185,838	207,876	213,299	176,656	2,029,164
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,675
Michigan Central:													
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,480	481,568	6,129,555
1875.....	423,475	372,988	513,564	480,280	455,209	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872.....	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	268,298	243,077	304,527	298,665	268,807	292,546	282,640	323,963	364,374	381,021	309,597	296,013	.....
1875.....	249,250	243,624	310,903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,002	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453						

NATIONAL AND STATE SECURITIES.

National Securities, Oct. 1, 1875.						State Securities, latest dates.						
	Amounts outstanding.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstanding.	Rate.	Payable.	PAY- ABLE.	Market Price.	
Loan of June 14, 1868.....registered	\$260,000	5	Jan. & July.	1874	120 1/2	Alabama—(\$21,670,810):						
Loan of February 8, 1861.....registered	13,794,000	6	Jan. & July.	1880	120 1/2	.. Bonds (old), extended.....	2,582,800	5	May & Nov.	'86-'92	33	
.. coupon	4,621,000	6	"	1880	123	.. Bonds (new), 1866, '68 '72 and '73.....	2,512,700	5	Jan. & July.	'86-'93	30	
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	120 1/2	.. Bonds (new), 1874.....	341,000	7	"	1894	104	
Loan of July 17, and Aug. 3, 1861.....registered	125,896,050	6	Jan. & July.	1881	120 1/2	.. R. R. Loans (\$2,300,000) & endorsements.....	15,051,000	8	"	'90-'91	104	
.. coupon	63,425,300	6	"	1881	123	Arkansas—(\$12,733,086):						
Loan of Feb. 25, 1862 (5-20s).....registered	66,650	6	May & Nov.	1882	115 1/2	.. Bonds (Funding), 1869 and 1870.....	3,050,000	6	Jan. & July.	1899	30	
.. coupon	24,830,550	6	"	1882	118 1/2	.. Levee bonds (warrants), 1871.....	1,460,000	7	"	1900	104	
Loan of March 3, 1863.....registered	53,682,500	6	Jan. & July.	1881	120 1/2	.. Deficiency Bonds, 1872.....	300,000	7	"	1882	104	
.. coupon	21,317,200	6	"	1881	123	.. Bonds (for \$2,500,000), 1875.....	5,800,000	7	"	1895	104	
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	114 1/2	.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	13	
.. coupon	25,327,400	6	"	1884	114 1/2	California—(\$3,396,500):						
Loan of June 30, 1864 (5-20s).....registered	32,502,350	6	"	1884	115 1/2	.. Civil (S. F.) bonds, 1857 and 1860.....	258,000	7	Jan. & July.	'77-'80	115	
.. coupon	33,844,950	6	May & Nov.	1885	115 1/2	.. Relief Fund bonds, 1863.....	95,500	7	"	1883	104	
.. 2d series (5-20s).....registered	118,649,400	6	Jan. & July.	1885	119 1/2	.. State Capitol bonds, 1870 to 1872.....	500,000	7	"	1885	104	
.. 3d series (5-20s).....registered	88,913,750	6	Jan. & July.	1887	120 1/2	.. Funding bonds, 1873.....	2,801,000	6	"	1893	104	
.. 4th series (5-20s).....registered	221,709,700	6	"	1887	120 1/2	Connecticut—(\$6,014,000):						
.. coupon	22,919,000	6	Jan. & July.	1888	120 1/2	.. War Loan bonds (10-20 yrs), 1861.....	505,900	6	Jan. & July.	1881	108	
Loan of March 3, 1864, (10-40s).....registered	141,619,950	5	Mar. & Sept.	1904	115 1/2	.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	6	"	'83-'84	104	
.. coupon	52,946,350	5	"	1904	116 1/2	.. War Loan bonds (10-30 yrs), 1864.....	568,500	6	April & Oct.	1894	104	
Consols of July 14, '70 & Jan. 20, '71, registered	209,871,900	5	F. M. A. & N.	1881	115 1/2	.. War Loan bonds (20 yrs), tax free, 1865.....	1,741,100	6	"	1885	104	
.. coupon	228,084,550	5	"	1881	116 1/2	Delaware—(\$1,231,000):						
Debt matured and without interest.....(var.)	26,913,950	3	Due.	1875	104	.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885	104	
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	Irred.	1875	104	District of Columbia—(\$12,790,000):						
Certificates of Indebtedness 1870.....(cur.)	64,623,512	6	Jan. & July.	'96-'99	123 1/2	.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892	104	
Pacific R. R. Bonds (registered).....(currency)	374,010,956	6	"	"	"	.. Improvement (cur.) bonds, 1873.....	790,000	7	"	1893	104	
United States Notes.....	40,783,576	6	"	"	"	.. Funding bonds, 1874, (guar. by U. S.).....	10,594,550	3.65	Feb. & Aug.	1924	72 1/2	
Fractional Currency.....	40,783,576	6	"	"	"	Florida—(\$5,431,767):						
						.. State bonds, 1871.....	350,000	7	Jan. & July.	1891	104	
						.. Consolidated (gold) bonds of 1873.....	509,200	8	"	1903	104	
						.. Loan (J.P. & Mob. R.R.) gold bonds, 1870.....	4,000,000	8	"	1890	104	
						Georgia—(\$19,823,900):						
						.. Bonds to Atlantic and Gulf R. R.....	1,000,000	6	Feb. & Aug.	'78-'86	92	
						.. Bonds, act March 12, 1866.....	3,600,000	7	Jan. & July.	1886	99 1/2	
						.. Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1890	99 1/2	
						.. Bonds (gold), act Oct. 1870.....	1,880,000	7	April & Oct.	1890	99 1/2	
						.. Bonds (funding), 1873.....	1,200,000	8	"	'75-'86	92	
						.. Bonds to Brunswick & Albany R.R., '70.....	1,500,000	7	June & Dec.	1890	92 1/2	
						.. Railroad aid bonds (endorsed), 1870 & '71.....	7,545,900	var	Various.	'90-'91	92 1/2	
						Illinois—(\$1,689,045):						
						.. Interest bonds, 1847.....	940	6	Jan. & July.	1878	104	
						.. Refunded stock bonds, 1859.....	320,000	6	"	var.	102 1/2	
						.. Chicago Relief bonds, 1871.....	250,000	6	May & Nov.	1881	104	
						Indiana—(\$910,000):						
						.. Temporary Loan bonds, 1873.....	910,000	7	April & Oct.	1876	104	
						Iowa—(\$543,000):						
						.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	104	
						Kansas—(\$1,336,175):						
						.. Funding & c. bonds 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	104	
						.. Bonds (various) 1866 to 1869.....	889,000	7	"	'76-'99	104	
						.. Military loan bonds, 1864 to 1869.....	346,000	7	"	'84-'99	104	
						Louisiana—(\$21,099,100):						
						.. Treasury Relief bonds, 1853.....	735,000	6	Jan. & July.	1893	36	
						.. Levee bonds, 1868.....	1,000,000	8	Various.	1886	25	
						.. Levee bonds, 1867.....	3,992,000	6	May & Nov.	1907	36	
						.. Levee bonds, 1870.....	2,966,000	8	Mar. & Sept.	1875	37	
						.. Funding (coupon) bonds, 1866.....	722,100	6	Jan. & July.	'86-'88	36	
						.. Funded (floating debt) bonds, 1870.....	2,821,000	6	May & Nov.	1910	36	
						.. Penitentiary bonds, 1860.....	497,000	7	Mar. & Sept.	1909	36	
						.. Miss. & Mex. Gulf Ship Canal bonds, '69.....	389,000	7.3	"	1899	36	
						.. Railroad Aid (various) bonds.....	2,335,000	8	Various.	'72-'06	10	
						.. Railroad Loan (var.) bonds, 1869 to 1871.....	4,750,000	8	Various.	'99-'11	10	
						.. Consolidated Funding bonds, 1874.....	951,854	7	Jan. & July.	1914	36	
						Maryland—(\$11,095,019):						
						.. Bonds to R. R. and Canals.....	5,604,129	5	J. A. J. & O.	1890	80	
						.. Bonds to R. R. and Canals.....	889,836	6	"	1890	100	
						.. Defense and Bounty bonds 1864 to 1868.....	3,333,583	6	Jan. & July.	1883	110 1/2	
						.. State Loan bonds, 1870 and 1874.....	998,471	6	"	'85-'89	104	
						Massachusetts—(\$29,465,204):						
						.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1894	111	
						.. Harbor Land Improvement bonds, 1874.....	400,000	5	"	1894	111	
						.. Back Bay Land bonds, 1861 and 1862.....	220,000	5	May & Nov.	1880	111	
						.. Union Defense Loan, 1861.....	1,850,000	6	Jan. & July.	'77-'78	109	
						.. Union Defense Loan, 1862.....	600,000	5	"	"	1894	109
						.. Coast Defense Loan, 1863.....	888,000	5	"	"	1894	109
						.. Bounty Fund Loan, 1863 and 1864.....	8,380,244	5	"	"	1899	109
						.. War Fund Loan, 1869.....	999,944	5	"	"	1899	109
						.. Troy & Greenfield R.R. & Tunnel Loan.....	10,971,992	5	Various.	'88-'94	109	
						.. B. H. & Erie R. R. Loan.....	3,569,020	5	Jan. & July.	1900	109	
						Michigan—(\$1,684,000):						
						.. Renewal Loan bonds, 1858.....	105,000	6	"	"	1878	103
						.. Two Million Loan bonds, 1863.....	1,032,000	6	"	"	'78-'83	105
						.. War Bounty Loan bonds, 1865.....	366,000	7	May & Nov.	1890	108	
						Minnesota—(\$2,755,000):						
						.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	'77-'79	104	
						.. State Buildings Loan, 1873, coupon.....	230,000	7	"	"	'83-'03	104
						.. Railroad Aid bonds, 1858, (repudiated).....	2,275,000	7	"	"	1887	104
						Missouri—(\$17,839,000):						
						.. State Debt Proper, 1865 and 1868.....	439,000	6	"	"	'81-'91	104
						.. Consolidation bonds, 1868.....	2,727,000	6	"	"	1888	104
						.. Funding Bonds, 1874.....	1,100,000	6	"	"	'94-'95	104
						.. Railroad Aid bonds, 1853-'66.....	15,858,000	6	"	"	'79-'81	104
						.. State Institution bonds, 1872 to 1874.....	505,000	6	"	"	'92-'94	104
						Nevada—(\$160,000):						
						.. Bonds funding floating debt, 1871.....	160,000	10	Mar. & Sept.	1881	104	
						New Hampshire—(\$3,724,100):						
						.. War Loan Bonds, of 1861.....	418,000	6	Jan. & July.	'75-'78	104 1/2	
						.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89	104 1/2	
						.. State bonds, 1873.....	500,000	6	Jan. & July.	'79-'80	104 1/2	
						.. Equalization (Municipal) bonds, 1872.....	2,206,100	6	"	"	'92-'05	104 1/2
						New Jersey—(\$2,496,300):						
						.. War Loan (tax free) bonds, 1861.....	1,000,900	8	"	"	'76-'84	104
						.. War Loan (tax free) bonds, 1863.....	900,900	6	"	"	'86-'96	104
						.. War Loan bonds, 1864.....	593,400	6	"	"	'97-'02	104
						New York—(\$29,776,787):						
						.. Bounty Loan bonds, coupon.....	1,057,000	7	"	"	1877	107
						.. Bounty Loan bonds, registered.....	14,855,000	7	"	"	1877	107
						.. State (Deficiency) Stock, '38, part at will.....	1,809,607	5	J. A. J. & O.	1875	114	
						.. State (Deficiency) Stock, 1838.....	889,781	6	"	"	1878	114
						.. Canal Stock (old).....	473,000	6	June & Dec.	1875	114	
						.. Canal Stock (old).....	880,003	6	"	"	1877	114
						.. Canal Stock, 1872.....	1,562,900	6	Jan. & July.	1887	115	
						.. Canal Stock, 1873.....	847,500	6	"	"	1883	115
						.. Canal Stock, 1873.....	4,302,600	6	"	"	1891	120
						.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	120	
						North Carolina—(\$25,419,045):						
						.. Railroad and Improvement (old) bonds.....	4,738,800	6	Jan. & July.	'75-'98	17	
						.. Railroad and Improvement (old) bonds.....	3,639,400	6	April & Oct.	'75-'98	17	
						.. Railroad and Improvement (new) bonds.....	2,383,000	6	Jan. & July.	'75-'98	9	
						.. Railroad and Improvement (new) bonds.....	1,695,000	6	April & Oct.	'75-'8	9	
						.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	9	
						.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898	9	
						.. Special Tax bonds.....	11,407,000	6	"	"	'98-'99	3
						Ohio—(\$7,988,205):						
						.. Loan (sinking fund), 1850.....	1,493,200	6	Jan. & July.	1875	102	
						.. Loan (sinking fund), 1860.....	4,072,640	6	"	"	1881	104
						.. Loan (sinking fund), 1856.....	2,400,000	6	"	"	1886	107
						Oregon—(\$246,027):						
						.. Bounty and Relief bonds.....	4,027	7	"	"	'75-'84	104
						.. Willamette Canal and Lock bonds, 1870.....	200,000	7	"	"	1890	104
						Pennsylvania—(\$24,568,635):						
						.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	102	
						.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	102	
						.. Loans, May '52 & Apr. '52, reg. & coup.....	3,540,500	5	Feb. & Aug.	'77-'78	102	
						.. Stock Loan of Feb. 2, 1867, 2d series.....	7,890,550	6	"	"	1877	105
						.. Stock Loan of Feb. 2, 1867, 3d series.....	9,271,850	6	"	"	1882	113
						.. Stock Loan of Feb. 2, '67, 1st, 2d & 3d ser.....	434,850	5	"	"	'72-'82	104
						.. Agricultural College Land Scrip, 1872.....	500,000	6	April & Oct.	1876	104	
						Rhode Island—(\$2,638,000):						
						.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	107	
						.. War Loan bonds of 1863 and 1864.....	1,619,000	6	Various.	'93-'94	107	
						South Carolina—(\$14,537,295):						

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	4,790,000	7	Feb. and Aug.	Boston.	'91-'9.	111 1/2
2d Mortgage.....	2,673,000	8*	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston.	1884	86
Alabama and Georgia:							1st Mortgage (Equalization).....	245,000	7	"	"	1889	92 1/2
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	92 1/2
Alabama Central:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	84
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	87 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	114	Consol. Mortgage for \$2,000,000.	965,000	7	Apr. and Oct.	Boston.	1893	108
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	105		344,500	6	"	"	1893	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	100	Boston, Hartford and Erie:						
Albany Loan.....	933,000	6	"	"	1895	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berrell).....	15,000,000	7	Jan. and July.	New York.	1900	21 1/2
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	22
Allegheny Valley:							Mass. L. (see'd by \$1,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	92 1/2	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	....	....	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	86 1/2	Bonds of 1872 for \$1,000,000....	999,300	7	"	"	1892	101 1/2
Funding Income Bonds (guar.)	5,000,000	7*	"	"	1894	51	Boston and Maine:						
American Central:							Bonds of 1893 (coup. and reg.)..	3,500,000	7	Jan. and July.	Boston.	1894	110 1/4
1st Mort., guar. by C., B. & Q.	645,000	8	Jan. & July.	New York.	1878	104	Boston and New York Air Line:						
Androscoggin:							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P., W. & B.R.R.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....	Brunswick and Albany:						
Ashabula, Youngstown & Pitts.							1st Mort. (gold) by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	68	Buffalo and Erie:						
Land Grant Mortgage (gold)....	3,383,000	7*	April & Oct.	Boston.	1900	67	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Consol. Second Mort. (gold)....	976,000	7*	April & Oct.	N. Y. or Bost.	1903	....	Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	"	1898	102
Income bonds.....	475,000	12	Jan. & July.	Boston.	....	94 1/2	Buffalo, New York and Erie:						
Atlanta and Richmond Air Line:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	87
1st Mortgage (guar. by Georgia).	4,248,600	8	Jan. & July.	New York.	1900	50	Buffalo, New York & Phila:						
Atlantic and Great Western:							1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	....
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....	2d Mortgage for \$1,000,000.....	281,500	10	"	"	1893	....
2d Mortgage (gold).....	10,173,879	7*	March & Sept.	"	1902	....	Burlington, Cedar Rapids & Minn.						
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	1st Mortgage, reg. skg. fund.....	5,430,000	7*	May & Nov.	N. Y. & Lond.	1919	35
Atlantic and Gulf:							2d Mortgage.....	2,200,000	7*	Feb. and Aug.	"	1902	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	Burlington and Missouri River:						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Land and R. R. Mortgage.....	4,601,050	7	April & Oct.	N. Y. & Bost.	1893	106 1/2
Atlantic and Lake Erie:							Stock Bonds pref. 3d lien.....	375,000	8	Jan. & July.	Boston.	1878	....
1st Mort. (gold) for \$5,000,000...	200,000	7	"	"	1889	....	Stock (common) Bonds.....	308,500	8	April & Oct.	N. Y. & Bost.	1879	106
Atlantic, Mine. and Ohio (428 m.)							Stock (common) Bonds.....	318,500	8	Jan. & July.	"	1894	106 1/2
1st Mortgage for \$15,000,000...	5,470,000	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	413,600	8	"	"	1889	....
2d Mort. to State (no int. till '80).	4,000,000	7*	"	"	....	....	Burlington and Mo. Riv. in Neb:						
Atlantic and Pacific:							1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	100 1/2
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Bonds convertible until 1892....	600,000	8	"	Boston.	1883	95
2d Mortgage for \$3,000,000 (gold)	2,015,900	6*	May & Nov.	"	1891	....	Burlington and Southwestern:						
1st Mort. (So. Pac. R.R. assumed)	7,188,500	6*	Jan. & July.	"	1888	80	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	Cairo and Fulton (Arkansas):						
1st Mort. (Central Div.) L. G.....	794,000	6*	"	"	1901	....	1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Equipment Bonds.....	733,000	10	June & Dec.	"	1883	....	Cairo and St. Louis (3 ft. gauge):						
Income Bonds (for funding)....	529,800	6*	"	"	1883	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	Cairo and Vincennes:						
Atlantic and St. Lawrence:							1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	"	1878	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
2d Mortgage (sterling) of 1864....	1,500,000	6*	April & Oct.	"	1884	....	California and Oregon (Gen. Pac.):						
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	1st Mortgage (gold).....	6,000,000	6*	Jan. & July.	New York.	'89-'91	....
Portland City Bonds, 1st M., S. F.	787,000	6	"	Portland.	1886	....	California Pacific:						
Bald Eagle Valley:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
2d Mortgage.....	100,000	7	"	"	1884	....	First Income Bonds.....	1,000,000	10*	"	"	....	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,600,000	6*	"	"	....	....
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	105 1/2	Camden and Amboy:						
Loan of 1853-'55.....	1,710,000	6	Apr. & Oct.	"	1885	104 1/2	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	100 1/2
Loan of 1855-'90 (Balt.) skg. fd.	3,552,247	6	Jan. & July.	"	1890	....	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	100 1/2
Loan of 1870-'95 (etc.) skg. fund.	3,525,456	6*	March & Sept.	London.	1895	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	106
Loan of 1872-1902 (etc.) S. F.....	9,374,112	6*	"	"	1902	....	Sterling Loan, S. F. (£262,000).	1,286,980	6*	Feb. & Aug.	London.	1880	....
Loan of 1874-1910 (etc.) S. F.....	9,630,000	6*	May & Nov.	"	1910	....	Camden and Atlantic:						
8d Mort. (N. W. Va. R.R.) ass'd	110,000	6	Jan. & July.	Baltimore.	1885	100 1/2	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	105
Baltimore and Potomac:							2d Mortgage.....	500,000	7	April & Oct.	"	1879	102 1/2
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Camden and Burlington County:						
1st Mortgage (R. R.) gold guar....	3,000,000	6*	April & Oct.	"	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	94 1/2
Bangor and Piscataquis:							Canada Southern:						
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	1st Mort. (skg. fdg'd for \$9,000,000)	9,000,000	7*	Jan. & July.	New York.	1906	50
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	Cape Girardeau and State Line:						
Bay City and East Saginaw:							1st Mortgage (gold).....	1,000,000	7	Jan. & July.	....	1891	....
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Cape May and Millville:						
Bedford and Bridgeport:							2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.			

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$ 700,000	7	Feb. & Aug.	New York.	1891	....	Chicago, Iowa and Nebraska:	\$ 568,240	7	Jan. & July.	Boston.	1890	....
1st Mortgage, 1st Div. \$10,000 p.m.	582,000	7	" " "	" " "	1894	....	2d Mort. (now 1st) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 2d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	" " "	1916	93	Chicago and Milwaukee Railway:	1,700,000	7	Jan. & July.	New York.	1898	99
1st Mortgage 3d Div. \$16,000 p. m.	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mort., guar. by C. and N.W.	477,000	8	March & Sept.	Boston.	1889	....
Central Branch Union Pacific:	1,600,000	6	Jan. & July.	" " "	1895	....	1st Mortgage.....	2,500,000	8	Jan. & July.	" " "	1890	....
2d Mortgage Govern'm't et alid.	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage.....	1,350,000	8	May & Nov.	" " "	1891	....
Central of Georgia:	150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Bran-h).....	1,325,000	8	March & Sept.	" " "	1892	....
General Mort. for \$5,000,000....	3,700,000	7*	Jan. & July.	New York.	1899	....	Chicago, Milwaukee and St. Paul:	5,748,000	7	Jan. & July.	New York.	1893	....
Macon & West. (Atlanta D.) b'ds	925,000	7*	April & Oct.	" " "	1901	....	1st Mort. (Mil. and St. Paul R'y)	1,191,000	7	April & Oct.	" " "	1884	90
Central of Iowa:	1,275,000	7	May & Nov.	New York.	1889	....	2d Mort. (" " ")	2,500,000	7	Jan. & July.	" " "	....	86
1st Mortgage, gold, \$16,000 p.m.	4,770,000	7	May & Nov.	New York.	1902	107	1st Mort. (Chic. and Mil. Div.)	781,500	8	May & Nov.	" " "	1874	....
2d Mortgage, gold, \$4,000 p. m.	6,000,000	7	Feb. & Aug.	" " "	1890	112	1st Mort. (East. Div. Palmer.)	3,810,000	7	Jan. & July.	" " "	1897	80
Central of L. I. (Flush., N.C. & C.)	600,000	7	Jan. & July.	" " "	1887	....	1st Mort. (Iowa and Minn. Div.)	190,000	7	" " "	" " "	1894	....
1st Mortgage.....	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Minnesota Central.)	4,000,000	7g	" " "	" " "	1902	88
Central of New Jersey:	6,063,900	7	Jan. & July.	New York.	1899	157 1/2	1st Mort. (Iowa and Dak. Div.)	1,008,000	7	" " "	" " "	1899	83
Convertible bonds of 1872.....	2,500,000	6	March & Sept.	Baltimore.	1890	99	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" " "	1898	110
1st Mort. (New) for \$5,000,000....	2,785,000	6*	" " "	" " "	1890	....	2d Mort. (" " ")	1,315,000	7.3	" " "	" " "	1898	92
Newark Branch Bonds.....	2,310,000	6	" " "	" " "	1900	89 1/2	1st Mort. (Hast. and Dak. Div.)	1,250,000	7	Jan. & July.	" " "	1892	78
Loan of Loh. C. & Nav. Co. (am'd)	3,000,000	7	" " "	" " "	1900	92 1/2	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" " "	1891	....
Consol. Mort. for \$25,000,000....	3,000,000	6	" " "	" " "	1890	99	Real Estate Purchase.....	148,500	7	" " "	" " "	....	....
Central Ohio (B. and O.)	2,581,000	7*	Jan. & July.	New York.	'95-'99	104 1/2	Equipment and Bridge Bonds....	245,000	10	June & Dec.	" " "	1883	....
1st Mortgage guaranteed.....	1,483,000	7*	" " "	" " "	1883	106 1/2	Consol. Mort. for \$35,000,000...	1,039,000	7	Jan. & July.	" " "	1904	78
Central Pacific of California:	1,500,000	7*	" " "	Sacramento.	1884	109	Chicago and Northwestern:	1,238,700	7	Feb. & Aug.	New York.	1885	108
1st Mort., 30 years bonds, (gold).	2,785,000	6*	" " "	U.S. Treasury.	'95-'99	....	Preferred sinking fund (193 m.)	3,578,000	7	" " "	" " "	1885	1'0
Convertible 20 years bonds, gold	7,291,000	6*	" " "	New York.	1899	96 1/2	General 1st Mortgage (193 m.)	740,300	7	May & Nov.	" " "	1883	105
State Aid B'ds (Int. by State) gold	500,000	6*	" " "	" " "	1883	91 1/2	Funded coupons (193 m.)	146,000	7	Feb. & Aug.	" " "	1885	90
2d Mort. (Govern'm't Subsidy)	6,030,000	6*	April & Oct.	" " "	1900	89 1/2	Appleton Ext. (23 m. & 76,000 ac.)	265,000	7	" " "	" " "	1885	90
1st Mort. (Western Pacific) gold	3,049,000	6*	" " "	" " "	1900	92 1/2	Green Bay Ext. (23m & 76,000 a.)	1,692,000	7	" " "	" " "	1882	106 1/2
1st Mort. (Calif. & Oregon) gold	3,000,000	7	May & Nov.	Boston.	1886	20	1st Mort. (Gal. & Chi. U.) 248 m.	122,000	6	Jan. & July.	" " "	1878	....
1st Mort. (S. Fr. Okld & Ala.)	1,500,000	7	June & Dec.	" " "	1891	4 1/2	Elgin and State Line.....	186,000	7	" " "	" " "	1884	....
1st Mort. (San Joaquin V.D.) gold	1,000,000	8	May & Nov.	" " "	1887	55	Mississippi River Bridge.....	328,000	7	March & Sept.	" " "	1898	94 1/2
Land bonds (Cen. Pac. Co.) gold	1,000,000	8	" " "	" " "	1902	54	1st Mortgage (Peninsula).....	4,277,000	7	F. M. A. & N.	" " "	1915	96
Central Vermont:	500,000	8	" " "	" " "	1889	58	Consol. skg fund (C. & N.W.R'y)	9,758,000	7*	June & Dec.	" " "	1902	86
1st Mort., Consol. (Vt. Central).	1,000,000	8	Jan. & July.	" " "	1891	58	General Consol. Gold Bonds....	3,150,000	7*	April & Oct.	" " "	1911	....
2d Mort., Consol. (" " ")	500,000	7	March & Sept.	" " "	1891	39	1st Mort. S. F. (Madison Exten.)	2,700,000	7*	June & Dec.	" " "	1911	....
1st Mort. (Stan., Sheff. and Ch.)	3,000,000	6	" " "	" " "	1904	....	2d Mort. (Mil. & Chi. R. R.) guar.	2,000	7	" " "	" " "	1898	....
Income and Extension Bonds....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	" " "	1898	99
Equipment Mort. (Vt. Central)	157,400	7	" " "	" " "	1889	....	1st Mort. (Bel. & Mad. R.R.) guar	284,000	7	" " "	" " "	1888	....
Equipment Mort. (" " ")	2,000,000	7	Jan. & July.	New York.	1895	....	Chicago, Portage and Superior:	25,000pm	7*	June & Dec.	New York.	1902	....
Bonds, guar. (Vt. and Canada)	141,000	8	April & Oct.	Charleston.	1888	....	1st M. s.f. (Chi. & N. Pac. Air-L.)	.....	8	April & Oct.	New York.	1901	....
Missisquoi R.R. (" " ")	75,000	7	Jan. & July.	" " "	1888	....	Chicago, Omaha and St. Joseph:	2,304,000	7*	Jan. & July.	Boston.	1903	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	300,000	7	June & Dec.	New York.	1899	....	1st Mortgage for \$8,000,000....	700,000	8	Feb. & Aug.	New York.	1901	....
Charleston and Savannah:	15,000,000	6*	May & Nov.	New York.	1899	31	Chic. & Southw'n (C.B. & Q.)	9,000,000	7	Jan. & July.	New York.	1896	105 1/2
1st Mortgage guar. by State.....	4,758,000	7*	Jan. & July.	" " "	1902	....	1st Mortgage for \$10,000 per mile	5,000,000	7*	May & Nov.	New York.	1889	....
Funded Interest on 1st Mort....	100,000	6	" " "	" " "	1880	....	Chicago, Rock Island and Pacific:	1,000,000	7*	June & Dec.	" " "	1901	....
Charlotte, Columbia & Augusta:	918,000	8	" " "	" " "	1884	....	Chic. & Southw'n (C.R.I. & Pac.)	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	300,000	8	" " "	" " "	1876	....	1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" " "	1901	....
Chartiers:	160,500	8	" " "	" " "	1877	....	Chicago, Wisconsin & Canada:	.....	7*	Jan. & July.	New York.	1902	....
1st Mort., guar. by Penna.....	773,800	6	Jan. & July.	Boston.	'77-'80	99 1/2	1st Mort. gold, skg fd for \$410,000	600,000	7*	Jan. & July.	New York.	1902	....
Cheraw and Darlington:	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage (Mad. & Portage) g'd	.....	7*	April & Oct.	New York.	1900	....
1st Mortgage dated Jan. 1, 1871.	690,000	7*	May & Nov.	New York.	1901	....	1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	" " "	1902	....
2d Mortgage dated Jan. 1, 1889.	77,000	7	" " "	" " "	1888	....	Chillicothe and Brunswick:	500,000	8	Jan. & July.	New York.	1894	....
Cherry Valley, Sharon and Alb.:	300,000	7	June & Dec.	New York.	1899	....	1st Mort., guar. by St. L., K.C. & N.	322,000	7	Jan. & July.	Baltimore.	1900	97
1st Mort. con. guar. by A. & S. Co.	15,000,000	6*	May & Nov.	New York.	1899	31	Cincinnati, Hamilton and Dayton:	1,250,000	7	May & Nov.	New York.	1880	....
Chesapeake and Ohio:	4,758,000	7*	Jan. & July.	" " "	1902	....	1st Mortgage of 1863.....	500,000	7	Jan. & July.	" " "	1885	....
1st Mort. Extension (con. or reg.)	100,000	6	" " "	" " "	1880	....	2d Mortgage of 1865.....	500,000	8	June & Dec.	" " "	1877	....
1st Mort. (Va. Cen.) guar. by Va.	918,000	8	" " "	" " "	1884	....	3d Mortgage of 1867.....	1,840,000	7	Jan. and July.	New York.	1903	....
3d Mort. (" ") coupon.....	300,000	8	" " "	" " "	1876	....	Cincinnati, Ham. & Ind. (C.H. & D.)	1,120,000	7*	March & Sept.	New York.	1901	83 1/2
Income (" ") coupon.....	160,500	8	" " "	" " "	1877	....	1st Mortgage, guar. for \$2,500,000...	471,000	7g	June & Dec.	" " "	1914	....
Funded Interest, coupon.....	773,800	6	Jan. & July.	Boston.	'77-'80	99 1/2	Cincinnati, Lafayette and Chi.:	.....	7	" " "	" " "	....	....
Cheshire:	185,000	6	Jan. & July.	Philadelphia.	1903	....	Consolidated Mortgage.....	400,000	7	Feb. & Aug.	New York.	1905	....
Coupon bonds (no Mort.).....	690,000	7*	May & Nov.	New York.	1901	....	Cincinnati and Martinsville:	1,500,000	7	Jan. and July.	New York.	1901	....
Chester Creek (Phil. & B. & E. Cent.)	77,000	7	" " "	" " "	1888	....	1st Mort., guar. by I. C. & La. F.	560,000	7	Jan. and July.	New York.	1895	....
1st Mort., guar. by P. W. & B.	2,383,000	7	May & Nov.	New York.	1877	100	2d Mortgage " " "	65,000	7	" " "	" " "	1889	....
Chester and Tamaroa:	1,087,000	7	Jan. & July.	" " "	1893	112	Cine. Rich & Ft. Wayne (G.R. & I.)	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage.....	2,919,900	6*	Jan. & July.	London.	1903	....	1st Mortgage gold, guar.....	1,072,300	7	June & Dec.	New York.	1890	76
Chicago and Alton:	564,000	7	April & Oct.	New York.	1894	100 1/2	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mortgage, prof. sinking fund.	188,000	7	Jan. & July.	" " "	1898	....	1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	" " "	1877	....
2d Mortgage Income.....	4,300,000	7	Feb. & Aug.	" " "	1900	91	1st Mort. (Col. Spring. & Cine.)	1,000,000	7	" " "	New York.	1901	....
Consol. Bonds (\$200 atg. each).	150,000	8	Jan. & July.	New York.	1883	115 1/2	Cincinnati and Springfield:	2,000,000	7	April & Oct.	New York.	1901	....
1st Mort. (St. L. J. & C.) assumed	680,000	7	April & Oct.	" " "	1890	....	1st Mort. (guar. by U. C. C. & I.)	588,255	7	Jan. and July.	" " "	1902	....
2d Mort. (" " ")	10,330,500	7	Jan. & July.	Boston.	1896	105 1/2	Cincinnati, Wabash and Mich.:	2,000,000	7*	Jan. and July.	New York.	1891	....
1st Mort. (Louisiana and Mo.)	462,000	5	June & Dec.	" " "	18								

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.....	600,000	6	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	94½
4th (now 3d) Mortgage guar.....	1,096,000	7	" "	" "	1892	102	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1906	103	1st Mortgage for \$22,000 p.m....	1,826,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	104	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York	1890	....
3d Mortgage (")	1,000,000	7	April & Oct.	" "	1892	101	2d Mortgage, (coupon) guar.....	800,000	8	Jan. & July.	" "	1881	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., a.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	106½	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
2d Mortgage (")	860,000	7	April & Oct.	" "	1886	102	1st Mortgage (on Branches).....	875,000	8	June & Dec.	" "	1897	....
Colebrookdale:							2d Mortgage.....	1,359,000	8	Feb. & Aug.	" "	1893	44½
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	1st Mort. (Ionia and Lansing)...	770,000	8	Jan. & July.	New York.	1889	....
Colorado Central (3 ft. gauge):							2d Mort. (")	81,000	8	May & Nov.	" "	1880	....
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
1st Mortgage Consol. skg fund....	15,344,750	7	April & Oct.	New York.	1908	44½	2d Mortgage (")	1,000,000	8	" "	" "	1875	....
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	" "	1909	15	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1876	....
Income convertible.....	3,893,000	7	" "	" "	1890	....	2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	'93-'96	65	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (")	344,400	7	Jan. & July.	" "	" "	....	2d Mort. (")	100,000	7	Jan. & July.	" "	1878	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1880	....	3d Mort. (")	250,000	8	Feb. & Aug.	" "	1886	....
1st M., a.f. (")	39,650	7	May & Nov.	" "	1886	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....	Bonds of June 30, 1866.....	1,702,317	6½	Jan. & July.	" "	1886	....
2d Mort. (")	821,000	10	May & Nov.	" "	1904	....	Detroit, Mon. & Tol. (L.Sh. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	209,500	7	Jan. & July.	" "	1883	....	1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	101½
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....	1st Mort., guar. by C., B. and Q.	753,000	8	Jan. & July.	New York.	1889	105½
Income (")	74,024	7	" "	" "	1905	....	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	....	1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	100½
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,580	7	Jan. & July.	" "	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	" "	1880	....	1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	" "	" "	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1903	....
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	" "	1890	....
New Mortgage for \$1,500,000....	662,500	7	April & Oct.	Boston.	1893	95	East Brandywine & Waynesboro:						
1st Mortgage sinking fund.....	292,100	6	June & Dec.	" "	1876	....	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
Coupon Notes.....	634,000	7	" "	" "	'76-'81	96	East Pennsylvania (Ph. & Rdg.):						
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	" "	1876	96	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	105½
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1873	....	1st Mort., skg fund for \$3,500,000	2,969,000	7	Jan. & July.	New York.	1900	92½
Connecticut Valley:							2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1883	....
Connecticut Western:							Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (E.T. & Ga., old)	635,000	6	" "	" "	'80-'85	....
Connecting (Philadelphia):							Company Bonds (" new)	135,400	6	" "	" "	1878	....
1st Mort. A.B.C.D. & E \$200,000 each	921,000	6	March & Sept.	Philadelphia.	1.23.4.	95	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1865-'85.....	160,000	6	April & Oct.	" "	1885	....
Cowanesque Valley:							Loan of 1867-'87.....	969,000	7	March & Sept.	" "	1887	....
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....	Loan of 1868-'88.....	1,000,000	6	March & Sept.	" "	1888	....
2d Mortgage.....	100,000	7	May & Nov.	" "	1882	....	Loan of 1869-'89.....	500,000	6	May & Nov.	" "	1889	....
Cumberl'd & Penn. (Consol. Coal):							Loan of 1872-'82.....	1,553,000	7	various.	" "	1882	64½
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Loan of 1873-'83.....	878,900	6	March & Sept.	" "	1893	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....	Sinking Fund Bonds.....	2,300,000	7	May & Nov.	" "	1884	66½
Cumberland Valley:							Sterling Sink. Rd. Bonds.....	3,000,000	6*	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage.....	109,500	8	" "	" "	1908	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Plain bonds.....	81,800	6	" "	" "	1884	....	2d Mortgage.....	200,000	6	April & Oct.	" "	1886	....
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1869.....	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870-'72.....	400,000	7	" "	" "	'80-'82	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	103½
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed ..	570,000	5	April & Oct.	" "	1882	60½
2d Mortgage.....	308,000	7	" "	" "	1885	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York	1897	105½
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....	2d Mortgage.....	2,174,000	7	March & Sept.	" "	1879	100½
Davenport and St. Paul:							3d Mortgage.....	4,852,000	7	" "	" "	1883	95
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	94
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	92
1st Mortgage sinking fund guar.	1,555,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage....	182,600	7	Jan. & July.	" "	1891	....
2d Mortgage, guar.....	441,000	7	March & Sept.	" "	1884	....	Sterling loan (£1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
3d Mortgage, guar.....	356,000	7	April & Oct.	" "	1883	....	1st Consol Mort. for \$30,000,000.	12,076,000	7*	" "	NY & London.	1920	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'86-'94	....	2d Consol. Mort. for \$40,000,000.	14,400,000	7*	June and Dec.	London.	1894	....
Dayton and Union:							Convertible bonds.....	10,000,000	7*	J. A. J. and O.	London.	1903	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Income Bonds.....	262,445	6	" "	" "	1879	....	2d Mortgage.....	92,800	7	April & Oct.	" "	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage.....	750,000	7	April & Oct.	" "	1890	....
1st Mortgage (")	495,000	6½	Jan. & July.	" "	1905	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	1st L.M. & 1st on 59, & 2d on 55m)	2,0					

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:	\$						Huntingdon and Broad Top Mt.:	\$					
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	104
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	102
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	6	April & Oct.	"	1895	62
1st Mort. (Central of L. I.)	1,275,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency.....	2,500,000	6*	April & Oct.	New York.	1890	....
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	.....	London.	....	....	Sterling Bonds, Sinking Fund.....	4,792,000	5*	"	"	1903	....
Fonda, Johnston & Gloversville:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	104
Fort Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indianapolis, Blooming. & West:						
2d Mortgage.....	400,000	8	"	"	1893	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	28
Framingham and Lowell:							1st Mortgage Extension gold.....	2,030,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	89	2d Mortgage.....	1,500,000	8	"	"	1890	6
2d Mortgage.....	150,000	8	"	"	1888	94	Indianapolis and Madison:						
Frederick and Pennsylvania Line:							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis & Vincennes:						
Freemont, Elkhorn & Mo. (S.C. & P.):							1st Mortgage guar. by Pa. Co.....	1,700,000	7	Feb. & Aug.	New York.	1908	76
1st Mortgage.....	600,000	7	April & Oct.	.....	1901	....	2d Mortgage guar. by Pa. Co.....	1,450,000	6	May & Nov.	"	1900	....
Galena & Chic. Union (C. & N. W.):							International and Gt. Northern:						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	106	1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	61
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102	Convertible B'd.....	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'd.....	1,677,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	88	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon	469,100	7	March & Sept.	"	75-'83	....
Georgia (and Banking):							Equipment Bonds, registered....	375,000	10	"	"	1883	86
Company bonds (debentures)....	664,500	7	Jan. & July.	Augusta	75-'90	....	1st Mort. (Ind'polis & Cin.) 1868.	1,600,000	7	April & Oct.	"	1888	....
Ulman, Olmsted & Springfield:							1st Mort. (Cin. & Indiana).....	493,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	77-'82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							1st Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold.....	4,000,000	7*	Jan. & July.	New York.	1899	....	2d Mortgage.....	378,000	10	Jan. & July.	"	1900	81
1st Mort. L. G. not guar. gold.....	3,224,000	7*	April & Oct.	"	1899	....	Equipment Mortgage.....	770,000	8	Jan. & July.	New York.	1890	....
Grand River Valley (Mich. C.):							1st Mortgage.....	81,000	8	May & Nov.	"	1886	....
1st Mort., assumed by Lessees.....	1,000,000	8	Jan. & July.	New York.	1886	94	Iowa Falls and Sioux City:						
2d Mortgage, guar. by Lessees.....	500,000	8	March & Sept.	"	1879	85	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Grand Trunk (Ca.):							1st Mortgage.....	1,350,000	8	April & Oct.	New York.	1900	81
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equipm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar.....	1,350,000	8	April & Oct.	New York.	1900	81
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds \$3,218,149	16,090,745	4*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	101
Provincial Debenture's \$3,111,560	15,567,500	.....	.....	Ottawa.	....	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,517,000	8	Jan. & July.	New York.	1885	98
Mortgage Bonds \$127,000.....	635,500	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	93
Mortgage Bonds \$547,000.....	2,735,000	5 1/2	April & Oct.	"	77-'78	....	2d Mortgage guar.....	158,000	8	March & Sept.	"	1878	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	84
Debenture Bonds \$1,743,160.....	8,715,900	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1859:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	80	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	51	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	3,900,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	Jamest'n & Frank. (L.S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	460,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	Columbia.	81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed.....	376,766	7	"	"	81-'86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	90
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. (").....	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1899	....
1st Mortgage (Construction).....	1,386,000	7*	Jan. & July.	.....	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	29	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.)							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	61	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	....	1st Mortgage (Ridgfield Park)...	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-'94	101 1/2	1st Mortgage skg fund guar.....	336,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan.....	1,500,000	6	"	"	87-'88	101 1/2	Juncton, Philadelphia:						
Fifteen years' bonds (277 m.)	3,798,000	8	March & Sept.	"	1885	78	1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	100
1st Mort. (Q. & Palm. R.R. 15 m.)	800,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	100
1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	....	Function and Breakwater:						
General Land Mortgage (277 m.)	642,006	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware.....	352,000	6	Jan. & July.	New York.	1890	....
Harlem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	97
Harrisburg & Lancaster:							Kalamazoo and Schoolcraft:						
1st Mortgage, guar. by Pa. R.R.....	700,000	6	Jan. & July.	Philadelphia.	1883	102 1/2	1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....
Hartford, Providence and Fiahkili:							Kalamazoo, & S. H. ven (M. Cen.)						
1st Mort. (R. L. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....	1st Mortgage guar. by lessees.....	640,000	8	May & Nov.	New York.	1889	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,674,500	7	"	"	1876	....	2d Mortgage " " " " " "	70,000	8	"	"	1889	....
Holly, Wayne & Monroe (F. & P. M.):							Kalamazoo & White Pigeon:						
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....	1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	83
Holyoke and Westfield:							Kansas City and Cameron:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....	1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1888	....
Houston:							Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....	1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	....	2d Mort. (").....	150,000	10	"	"	1878	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	Brpt. & Bost.	1889	....	1st Mort. (St. Jo. & CR. 78 m.) conv.	1,400,000	10	March & Sept.	"	1492	....
Equipment Bonds.....	150,000	7	.....	Bridgeport.	1883	....	1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....
Houston and Texas Central:							1st Mort. (").....	1,000,000	7*	"	"	1893	....
1st Mortgage L.G. skg fund, gold.....	7,479,000	7*	Jan. & July.	New York.	1891	....	Consolidated Mort. (260m.) conv.	887,000	7*	March & Sept.	"	1899	....
1st Mortgage (Western Div.).....	2,500,000	7*	"	"	1903	....	New Consol. Mort. for \$5,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Consolidated Mortgage.....	2,700,000	8	April & Oct.	"	1912	....	Kansas City & Santa Fe (L. & G.)						
Hudson River (N. Y. Cen. & H. R.):							1st Mortgage for \$2,000,000.....	720,000	10	May & Nov.	Boston.	1800	....
2d Mortgage, sinking fund.....	1,794,000	7	June & Dec.	New York.	1885	111 1/2							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br..	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	6	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7*	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankt.)	39,000	6	"	"	73-78	....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 185 m.)	176,000	7	Jan. & July.	New York.	1876	....
Kent County (Del.)							1st Mortgage (Memph Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1876	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	80-85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1898	51
Kookuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	86-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Air-Line)	333,000	6	April & Oct.	Louisville.	1893	....
Kookuk and St. Paul (C.B. & Q.):							1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
1st Mortgage traffic guar.....	864,500	8	April & Oct.	Boston.	1879	104	Macon and Augusta:						
La Crosse, Trempealeau & Prescott:							1st Mortgage end. by Ga. R. R....	300,000	7	Jan. & July.	New York.	1877	....
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
Laf. Blooming & Miss. (T.W. & W.):							Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	60	Macon and Brunswick:						
Laf. Muncie & Bloom. (T.W. & W.):							1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
Lake Erie and Louisville:							2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Madison and Portage:						
Lake Ontario Shore:							1st Mort., guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	....
1st Mortgage (\$20,000 pr. m.)...	1,433,200	7*	Jan. & July.	New York.	1897	....	Maine Central:						
Lake Shore & Michigan South'n:							Consolidated Mortgage.....	923,300	6	April & Oct.	Boston.	1912	95
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	\$1,110,000 Loan, tax free.....	756,900	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Reg'd'd.....	6,115,000	7	J. A. J. & O.	"	1900	100	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
Consol. Mort., S.F., Coupon.....	3,529,000	7	Jan. & July.	"	1900	103	1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
2d Consol. Mort. for \$25,000,000	8,471,000	7	June & Dec.	"	1903	96	\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	90-91	30
Bonds of 1892 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	....	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Lake Shore Dividend Bonds:							Consol. (Port. & Kennebec) Loan	1,168,700	6	"	Boston.	1895	....
Reg. Mort. (Clev., Paln. & Ash.)	1,000,000	7	Jan. & July.	"	1880	102	2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	....
2d Mort. (") " " "	1,000,000	7	April & Oct.	"	1892	101	1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	104	Bath (Androscooggin) Loan.....	425,000	6	"	"	1891	....
2d Mort. (") " " "	2,692,000	7	"	"	1877	103	Mansfield & Framing. (B.C. & F.):						
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	106	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1890	93
2d Mort. (") " " "	819,000	7	April & Oct.	"	1886	102	Marietta and Cincinnati:						
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (") " "	300,000	7	March & Sept.	"	1886	....	2d Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	107
Mort. Bonds (") " "	2,850,000	7	April & Oct.	"	1893	103	1st Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	98
1st M. (Detrit., Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	101	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	78
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	83	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....	Marietta, Pittsburg & Cleveland:						
1st M. (Kalam. & Gr. Rap.)	840,000	8	"	"	1888	97	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st M. (Jamestown & Franklin)	460,000	7	"	"	var	....	Marquette, Houghton & Ontonagon:						
2d M. (") " " "	500,000	7	June & Dec.	"	1894	....	1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jun. & Dec.	New York.	1892	....
Lake Shore & Tuscarawas Valley:							1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-03	....
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1892	....	Massachusetts Valley (C. & P. R.):						
Elmira and Black Riv. b'ds and d	180,000	7	May & Nov.	"	1892	....	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
Lake Superior & Mississippi:							Maryland and Delaware:						
1st Mort. sfg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	43	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
2d Mort. gold tax free and conv.	2,200,000	7*	April & Oct.	"	1900	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Income Bonds.....	3,200,000	10	"	"	1902	....	Massillon & Cleve. (C.M. V. & D.):						
Lawrence (P. Ft. W. & Chl.):							1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	Maysville and Lexington:						
Leavenworth, Atch. & N. West'n:							1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	Memphis and Charleston:						
Leavenworth, Lawrence & Galveston:							1st Mortgage, Convertible.....	1,233,000	7	March & Sept.	New York.	1889	....
1st Mort. sfg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	20	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Tennessee State Loan.....	1,314,142	6	"	"	73-78	....
1st Mort. (Southern Kan.) guar.	180,000	8	June & Dec.	"	1891	....	Income Bonds.....	600,000	10	"	"	"	....
Lehigh and Lackawanna:							Memphis and Little Rock:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
Lehigh Valley:							2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	103	Michigan Air Line (Mich. Cent.):						
1st Mortgage (") reg.....	6,000,000	7	March & Sept.	"	1898	104	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	100
2d Mortgage for \$6,000,000	6,000,000	7	June & Dec.	"	1910	109	Michigan Central:						
General Mort. for \$40,000,000.	5,000,000	6*	"	"	1923	99	1st Mortgage, convertible.....	356,000	8	April & Oct.	Boston.	1882	....
General Mort., registered.....	5,000,000	6*	"	"	1922	....	1st Mortgage sinking fund conv.	1,517,000	8	"	"	1882	113
Lewist. Centre & Spruce C. (P. & E.):							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	104
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	100
Lexington & St. Louis (A. & P.):							Equipment Bonds for \$800,000..	600,000	8	Apr. and Oct.	N. Y. & B		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.:						
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	100	Mortgage Loan, convertible....	302,000	6	Jan. & July.	Phila. & Bost.	1884	101 1/4
Plain Bonds.....	32,000	5	"	"	1884	98 1/2	Loan of 1886.....	400,000	6	April & Oct.	"	1876	100
Plain Bonds.....	1,888,000	7	Feb. & Aug.	"	1877	101 1/4	Loan of 1887.....	1,000,000	6	"	"	1887	100 1/4
New Bonds for \$3,000,000.....	1,692,000	7	March & Sept.	"	1894	111	Loan of 1872.....	500,000	6	"	"	1892	100
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	...	Pickering Valley (Phila. & Rdg.):						
Omaha and Northwestern:							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	...
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	...	Pittsburg, Cin. & St. Louis (Pa.):						
Omaha and Southwestern:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	...
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	90	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	...
Orange, Alex. and Manassas—							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	75
See Wash. C., Va. Mid. & Gt. So.							Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	"	1913	...
Oregon and California:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage gold.....	10,950,000	7*	April & Oct.	New York.	...	...	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	114
Oregon Valley & Southern Kansas:							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	...
1st Mortgage (8-20 years).....	200,000	10	Jan. & July.	New York.	1888	...	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	...
Oshkosh & Miss. (C. M. & S. P.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	...
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	...	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	...
Oswego and Rome (R. W. & O.):							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	...
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	...	2d Mortgage (Series G).....	880,000	7	Jan. & July.	"	1912	105
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	...	2d Mortgage (Series H).....	880,000	7	Feb. & Aug.	"	1912	...
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series I).....	880,000	7	March & Sept.	"	1912	...
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	...	2d Mortgage (Series J).....	880,000	7	April & Oct.	"	1912	...
Ottawa, Oswego & Fox River:							2d Mortgage (Series K).....	880,000	7	May & Nov.	"	1912	...
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N. Y. & Bost.	1900	99	2d Mortgage (Series L).....	880,000	7	June & Dec.	"	1912	...
Owensboro' and Russellville.							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	100
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	...	Bridge (O. & P. R. R.) bonds....	27,500	7	May & Nov.	Philadelphia.	1876	...
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	...
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	78	Equipment bonds.....	1,000,000	8	March & Sept.	"	1884	...
2d Mortgage sinking fund.....	2,804,000	7	Jan. & July.	"	1891	...	Pittsburg, Va. and Charleston:						
Income Bonds.....	1,500,000	7	Mar. and Sept.	"	1892	...	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	...
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	...	Pittsburg, Wash'ton & Baltimore:						
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	...	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	99 1/4
1st Mort. (Carondelet Branch)....	500,000	6*	April & Oct.	"	1893	...	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	...
1st Mort. (Leav. Atch. & N. W.)	500,000	7	"	"	1889	...	1st Mort. (Turtle Cr. Div. 10 1/4 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	...
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	"	1899	...	Real Estate Mortgage.....	100,000	6	"	Baltimore.	1883	...
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	...	1st Mortgage for \$3,600,000.....	20,000 pm	7*	Jan. & July.	New York.	1901	...
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stg £597,800.	2,889,330	7*	April & Oct.	London.	1897	...	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	...
Paris and Decatur:							Portland & Ogdensb. (Me. & N. H.):						
1st Mortgage gold, S. F.....	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	...	1st Mort. (Maine Section) gold...	800,000	6*	Jan. & July.	Boston.	1900	...
Pateron and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	149,000	6*	May & Nov.	"	1901	50 1/4
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	...	Portland and Ogdensburg (Vt.):						
Pekin, Linc. & Decatur (V. & W.):							1st Mortgage gold, for \$2,300,000	700,000	6*	May & Nov.	N. Y. & Bost.	1890	46
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland and Oxford Central:						
Pemberton & Hights (U. O. of N.J.):							1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	...
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) sfg fd	700,000	6	Jan. & July.	Boston.	1887	...
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	...	1st Mortgage (equal lien).....	100,000	7	April & Oct.	"	1887	...
1st Mortgage gold (S. F.) 2d series	979,000	7*	"	"	1900	...	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	"	1891	...
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisburg to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	104	1st Mortgage gold, sfg fd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	...
General Mortgage.....	10,934,760	6	"	"	1910	101 1/4	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1889	...
Consolidated Mortgage.....	14,550,000	6*	Jan. & July.	London.	1905	...	Portsmouth, Gt. Falls & Conway:						
State Lien for \$7,500,000, sfg fd	5,201,875	5	April & Oct.	Philadelphia.	75-90	...	1st Mort., guar. by Eastern R.R.	470,000	7	June and Dec.	Boston.	1898	60
Pennsylvania Coal:							Poughkeepsie and Eastern:						
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	...	1st Mort. gold, conv. & tax free..	644,500	7*	Jan. & July.	New York.	1910	...
Pennsylvania and Delaware:							2d Mortgage.....	78,000	7	"	"	...	...
1st Mortgage.....	1,083,900	7	Feb. & Aug.	Philadelphia.	1903	...	Providence and Worcester:						
2d Mortgage.....	519,000	7	April & Oct.	"	1903	...	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	...
Pennsylvania & New York (L. V.):							Stoughton Branch bonds.....	1,000,000	6	"	"	...	...
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	107 1/4	Quincy, Alton and St. Louis:						
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	...	1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1882	...
Peoria & Bureau Val (O. R. I. & P.):							Quincy and Palmyra:						
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	...	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	...
Peoria & Hannibal (C. B. & Q.):							Quincy and Toledo (T. W. & W.):						
1st Mortgage, traffic guarantee...	571,000	8	Jan. & July.	Boston.	1878	104	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	52
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	...	Quincy & Warsaw (C. B. & Q.):						
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	"	1900	...	1st Mortgage, guaranteed.....	756,000	8	Jan. & July.	Boston.	1890	106 1/4
Peoria and Rock Island:							Reading and Columbia (P. & R.):						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	...	1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	95
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	...	2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	...
Perkiomen (Phila. and Rdg.):							Rensselaer and Saratoga:						
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	92	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1890	111
Petersburg:							1st Mortgage.....	150,000	7	"	"	1887	...
1st Mortgage (Installments).....	341,500	8	Jan. & July.	New York.	79-98	...	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	...
2d Mortgage.....	500,000	8	"	"	1902	...	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	...
Philadelphia and Baltimore Cent.:							1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	"	1894	...
1st Mortgage (Penn. Div. 36 1/4 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	...	Consol. Mort. for \$2,000,000.....	1,925,000	7	May and Nov.	"	1921	...
1st Mortgage (Md. Div. 9 1/4 m.)	300,000	6	"	"	1891	...	Richmond and Danville:						
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	...	Virginia State Loan, sfg fund..	600,000	6	Jan. & July.	Richmond.	1880	...
Philadelphia and Erie (Penn.):							Virginia State guar. bonds.....	157,800	6	"	"	1875	...
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	103 1/4	1st Mort. (Piedmont Branch)....	500,000	8	"	"	1888	...
1st Mortgage.....	5,000,000	6	"	"	1881	97 1/4	1st Mort. (Northwestern, N. C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	75-90	72
2d Mortgage.....	3,000,000	7	Jan. & July.	"	1883	87	Consolidated Mortgage.....	1,766,000	6	May and Nov.	New York.	75-90	72
General Mort. for \$20,000,000.....	7,562,000	6*	"	Phil. or Lond.	1920	...	Rich. Frederickburg & Potomac:						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,488,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	897,000	7	" " "	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	" "	1902	....
2d Mort. (" ").....	17,500	6	" " "	" "	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	" "	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	" "	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	75,000	6	Jan. & July.	" "	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8*	" " "	" " "	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " "	200,000	7	" " "	" "	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg fd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	107	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	" "	1884	....
1st Mortgage skg fd. (Series B).....	1,100,000	7	April & Oct.	" "	1894	....	South and North Alabama.....						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	" "	1894	87	1st Mort. endor. by Ala. gold.....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	" "	1894	....	Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	" " "	" "	1894	77	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	" "	1894	....	1st Mortgage gold, assumed.....	7,188,500	6*	Jan. & July.	New York.	1888	75
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	90	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	99 1/2
2d Mort. (" ").....	6,000,000	7*	May & Nov.	" "	1897	65 1/2	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas R.R.).....	2,500,000	1*	June & Dec.	" "	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	" " "	" "	1897	....	2d preferred bonds.....	621,000	6	" " "	" "	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	" " "	" "	1899	....	3d preferred bonds.....	452,800	6	" " "	" "	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,928,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage.....	548,000	7	Jan. & July.	" "	1898	....	2d Mortgage.....	800,000	7	March & Sept.	" "	1882	....
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	90 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	" "	1899	....	Southern of L. I.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Sinking Fund.....	1,500,000	7	May & Nov.	" "	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg fd. con	1,000,000	7	" " "	" "	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	" "	1890	....
1st Mort. (Evans, Hen. & Nash.).....	1,000,000	7	Jan. & July.	" "	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	" "	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	" "	1898	....	2d Mortgage gold.....	88,000	7*	" " "	" "	1890	....
2d Mortgage (B.) convertible.....	1,000,000	7	" " "	" "	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscogee) conv.....	300,000	7	" " "	" "	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	" " "	" "	1879	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (" do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (" do.) R.R. & Lands.	8,500,000	7*	" " "	" "	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000							2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	" "	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,300	6	Feb. & Aug.	Boston.	1878	99 1/2	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	56
Sand, Mansfield & Newark (B&O):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A & G):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	86
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.	111,800	7	" " "	New York.	1889	....	Income Mort. gold.....	200,000	6*	" " "	" "	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Benchedady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (L.S. & M.S.):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebro and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Selma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,600,000.....	516,000	7	" " "	" "	1894	....
Selma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" " "	" "	1881	....	1st Mortgage (Eastern Div.).....	1,000,000	7	June & Dec.	New York.	1894	74
Shamokin Valley & Pottaw. (N.C.):							1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	" "	1896	69
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	89 1/2	2d Mort. conv. (" ").....	1,300,000	7	April & Oct.	" "	1886	22
Shelby and Fond du Lac:							Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	" "	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.									

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	84 1/2
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	101
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort.	300,000	6	"	"	1890	101
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1890	95 1/2
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	80
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	105 1/2
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6 1/2	Jan. and July.	New York.	1899	96 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	78
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch):	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							Western Union (Chi., M. & St. P.):						
1st Mortgage gold, tax free.....	27,236,000	6 1/2	Jan. & July.	N. Y. & Bos.	'96-'99	102	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
1st Mort. Land Grant.....	7,874,000	7	Apr. and Oct.	"	1887	98	West Jersey:						
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1888	86 1/2
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	88 1/2	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	98 1/2
Omaha Bridge B'ds, stg \$500,000	2,500,000	8 1/2	Apr. and Oct.	London.	1896	....	1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
Union Pacific (Central Div.):							1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
1st Mortgage gold, tax free.....	1,600,000	6 1/2	May and Nov.	New York.	1895	....	2d Mort. (Cape May & Millville)	340,000	7	Apr. and Oct.	"	....	95
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	Consolidated Mortgage.....	1,000,000	7	"	"	1899	103
Union Pacific, S. Br. (M. & T.):							West Wisconsin:						
1st Mortgage gold, skg fund.....	3,220,000	6 1/2	Jan. & July.	New York.	1899	....	1st Mort. land gr., gold skg fund	3,900,000	7 1/2	Jan. and July.	N. Y. or Lond.	1887	....
Union & Tusculum (O. C. & A. Riv.):							1st Mort. (Southern Extension).	640,000	7 1/2	"	"	1902	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	White Water Valley:						
United N. J. R. R. & Canal Coa:							1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	101	Wico Mico and Postumoke:						
Sterling Loan \$389,200 (U. Co's)	1,846,000	5 1/2	"	London.	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Sterling Loan \$340,000 (")	1,800,000	6 1/2	"	"	1894	....	Williamston and Tarboro:						
Loan of 1894 St. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....	Wilmington, Colum. & Augusta:						
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	59 1/2
Sterling S. F. \$282,000 (C. & A. M.)	1,810,000	6 1/2	Feb. and Aug.	Philadelphia.	1883	100 1/2	Wilmington and Reading:						
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Princeton.	1889	104 1/2	1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	45
Loan of 1889 (")	866,000	6	June & Dec.	Philadelphia.	1889	105	2d Mortgage coupon or regis.....	1,560,000	7	Jan. and July.	"	1902	10
Mortg. Loan (")	5,000,000	6	May and Nov.	New York.	1878	....	Wilmington and Weldon:						
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6 1/2	Jan. and July.	London.	1881	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	"	....	....	Sterling Bonds.....	221,400	7 1/2	May and Nov.	"	1886	....
Utah Central:							Sinking Fund gold, Bonds.....	749,000	7 1/2	Jan. and July.	New York.	1896	99 1/2
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Wilmington and Western (Del.):						
Utah Southern:							1st Mortgage.....	500,000	7 1/2	J. A. J. & G. Phil. & Wilm.	1892	....	....
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	Winona & St. Peter (C. & N. W.):						
Utica and Black River:							1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	60
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	55
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	Extension mortgage bonds.....	4,875,000	7 1/2	June & Dec.	"	1906	....
Utica, Ithaca and Elmira:							Wisconsin Central:						
1st Mortgage, Sterling.....	1,500,000	7 1/2	Jan. & July.	London.	1902	....	1st M. L. G. gold S. F. \$25,000pm	4,618,500	7 1/2	Jan. and July.	Boston.	1901	62
Vermont Cent.—See Central Vt.							Worcester (Md.):						
Vermont and Massachusetts:							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	101	Worcester and Nashua:						
Convertible bonds, tax free.....	200,000	7	"	"	1879	104 1/2	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
Vicksburg and Meridian:							Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	CANAL BONDS.						
2d series (blue).....	850,000	7	"	"	1890	....	Chesapeake and Delaware:						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	87
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Ohio:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	Sterling Loan guaranteed.....	4,375,000	5 1/2	J. A. J. & O.	London.	1890	....
Vineyard:							Preferred Bonds (next lien)	1,090,500	6	Jan. and July.	Baltimore.	1895	116
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Delaware Division (L. C. & N.):						
Virginia & Tennessee (A. M. & O.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	74 1/2	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	104
4th Mortgage.....	870,000	8	March & Sept.	"	1900	....	regis. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1894	110
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	tered. { 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	112
Funded Interest.....	228,300	8	"	"	1880	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	107 1/2
Income Mortgage (fundable).....	68,500	8	"	"	1886	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Walkill Valley (Erie):							Lehigh Coal and Navigation:						
1st Mortgage gold, tax free.....	810,500	7 1/2	Apr. and Oct.	New York.	1901	....	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	96 1/2
Warren (D. L. & W.):							Convertible Bonds.....	42,550	6	"	"	1882	96
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Loan, gold.....	822,000	6 1/2	March & Sept.	"	1894	105 1/2
2d Mortgage, guaranteed.....	760,000	7	May and Nov.	"	1900	....	1st Mortgage, registered.....	5,441,841	6	J. A. J. & O.	"	1884	106 1/2
Warren & Franklin (O. C. & A. Riv.):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	102 1/2
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	82	Mortgage (equip.) Loan, gold.....	4,757,000	6 1/2	June & Dec.	"	1897	103 1/2
Warwick Valley (Erie):							Consolidated Mortgage.....	1,066,000	7	"	"	1911	....
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Greenwood Mortgage Loan.....	776,000	6	Feb. and Aug.	"	1892	....
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mortgage.....	150,000	9 1/2	May and Nov.	New York.	1893	....	Monongahela Navigation:						
Washington City, Va. Mid. & Gt. So:							1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. (O. Alex. & Manassas)	1,850,000	7	Jan. and July.	Baltimore.	1882	79 1/2	Morris (and Banking):						
2d Mort. (")	350,000	7	"	"	1891	....	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	98 1/2	2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	76	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	101
3d Mort. (")	600,000	8	May and Nov.	"	1873	70	Preferred Stock Dividend Scrip.	103,104	7	Jan. and July.	"	1887	....
4th Mort. (")	700,000	8	March & Sept.	"	1880	67 1/2	Pennsylvania:						
Funded Coupons (do.)	722,684	....	"	"	1896	....	1st Mortgage skg fund guar.....	2,305,000	6	Jan. and July.	Philadelphia.	1910	70
1st Mort. (Lynchburg & Danville)	5												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

² asterisks (*) occurring in the column headed "Rolling Stock" signify that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nli," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "v."

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

[illegible]

Dec. 31, 1874	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	894	893	892	891	890	889	888	887	886	885	884	883	882	881	880	879	878	877	876	875	874	873	872	871	870	869	868	867	866	865	864	863	862	861	860	859	858	857	856	855	854	853	852	851	850	849	848	847	846	845	844	843	842	841	840	839	838	837	836	835	834	833	832	831	830	829	828	827	826	825	824	823	822	821	820	819	818	817	816	815	814	813	812	811	810	809	808	807	806	805	804	803	802	801	800	799	798	797	796	795	794	793	792	791	790	789	788	787	786	785	784	783	782	781	780	779	778	777	776	775	774	773	772	771	770	769	768	767	766	765	764	763	762	761	760	759	758	757	756	755	754	753	752	751	750	749	748	747	746	745	744	743	742	741	740	739	738	737	736	735	734	733	732	731	730	729	728	727	726	725	724	723	722	721	720	719	718	717	716	715	714	713	712	711	710	709	708	707	706	705	704	703	702	701	700	699	698	697	696	695	694	693	692	691	690	689	688	687	686	685	684	683	682	681	680	679	678	677	676	675	674	673	672	671	670	669	668	667	666	665	664	663	662	661	660	659	658	657	656	655	654	653	652	651	650	649	648	647	646	645	644	643	642	641	640	639	638	637	636	635	634	633	632	631	630	629	628	627	626	625	624	623	622	621	620	619	618	617	616	615	614	613	612	611	610	609	608	607	606	605	604	603	602	601	600	599	598	597	596	595	594	593	592	591	590	589	588	587	586	585	584	583	582	581	580	579	578	577	576	575	574	573	572	571	570	569	568	567	566	565	564	563	562	561	560	559	558	557	556	555	554	553	552	551	550	549	548	547	546	545	544	543	542	541	540	539	538	537	536	535	534	533	532	531	530	529	528	527	526	525	524	523	522	521	520	519	518	517	516	515	514	513	512	511	510	509	508	507	506	505	504	503	502	501	500	499	498	497	496	495	494	493	492	491	490	489	488	487	486	485	484	483	482	481	480	479	478	477	476	475	474	473	472	471	470	469	468	467	466	465	464	463	462	461	460	459	458	457	456	455	454	453	452	451
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RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

Years ending	Railroad.			Rolling Stock.			Companies.			Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	Main Line.			Branch Line.			2d Track and Sidings.			Railroad in progress.			Engines.			Cars.			Freight.				Trains Moved.			Passengers.			Freight.			Gross.			Net.			Dividends.			Market.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.

11.9	39	19	7	411	Scania, Rome and Dalton, Ala. Ga. & Tenn.	12,980,000	1,066,400	3,780,000	537.0	(No	Statement	furnished)	100
8.5	2	2	132	Shenandoah Valley and Potomac, N.C. Pa.	869,480	1,094,000	869,480	78.0	68,426	706,071	324,267	100	
8.0	4	4	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100	
6.4	2	2	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100	
34.2	9	4	2	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
5.6	3	2	2	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
15.3	11	8	6	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
7.1	41.0	3	1	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
2.0	16.7	3	1	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
30.0	41	26	26	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
2.6	20	57	6	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
1.3	14.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
10.5	80.0	14	7	132	Shenandoah Valley and Potomac, N.C. Pa.	1,267,000	1,094,000	1,267,000	78.0	68,426	706,071	324,267	100
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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Div'ds.	Market Price.
			Paid.	
RAILROAD STOCKS:				
Atlantic and Great Western, pref.	10,000,000	7	7	100
Atlantic and St. Lawrence, * guar.	800,000	7	7	100
Atlantic, Mississippi and Ohio, pref.	275,200	7	7	100
Atlantic and Pacific, preferred	10,000,000	7	7	100
Atlantic and St. Lawrence, * guar.	800,000	7	7	100
Baltimore and Ohio, * preferred	3,552,800	6	6	100
Berkshire, * guaranteed	600,000	7	7	100
Blossburg and Corning, * guaranteed	250,000	5	5	100
Boston, Concord and Montreal, pref.	800,000	6	6	100
Buffalo, New York and Erie, * guar.	950,000	7	7	100
Catawissa, * pref. and guar.	1,159,500	7	7	100
Camden and Amboy, * guaranteed	5,447,900	10	10	122
Camden and Atlantic, preferred	838,469	7	7	100
Cayuga and Susquehanna, * guar.	489,110	9	9	100
Cedar Rapids and Missouri River, preferred and * guaranteed	769,000	7	7	100
Central of New Jersey, * guar.	20,000,000	10	10	100
Central Ohio, * preferred	411,550	6	6	100
Chester, * guaranteed	380,000	6	6	100
Chester, preferred	2,165,300	7	7	100
Chicago and Alton, † preferred	2,425,400	10	10	103
Chicago, Iowa & Nebraska, * guar.	3,916,300	8	8	105
Chicago and North Western, pref.	2,145,633	7	7	101
Cine, Band and Cleveland, pref.	429,000	6	6	100
Cleveland and Mahoning, * guar.	2,059,200	7	7	100
Cleveland and Pittsburg, * guar.	11,236,150	7	7	90
Cumberland Valley, 1st preferred	241,900	8	8	100
" 2d preferred	243,000	8	8	100
Dayton and Michigan, pref. & guar.	922,400	8	8	100
Delaware, * guaranteed	1,330,950	6	6	100
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	100
Dubuque and Sioux City, * guar.	6,000,000	3	3	63
Dubuque South Western, pref.	590,315	8	8	100
Eastern (N. H.), * guaranteed	492,500	6	6	18
Elmira, Jeff. and Canad. * guar.	600,000	5	5	100
Elmira & Williamsport, pref. & guar.	600,000	7	7	80
" com. & guar.	600,000	5	5	100
Erie Railway, preferred	8,536,910	7	7	86
Erie and Pittsburg, * guar.	2,000,000	7	7	100
Evansville and Crawfordsville, pref.	100,000	7	7	100
Hannibal and St. Joseph, pref.	2,167,700	7	7	24
Harrisburg and Lancaster, * guar.	1,182,550	7	7	104
Honolonic, preferred	1,180,000	8	8	98
Huntington & Broad Top Mtn, pref.	190,750	7	7	24
Jeff. Mad. & Indianapolis, * guar.	2,000,000	7	7	100
Joliet and Chicago, * guar.	1,500,000	7	7	98
Joliet and Northern Indiana, * guar.	300,000	8	8	100
Little Miami, Col. and Xenia, * guar.	6,394,450	8	8	100
Louisv., Cincinnati and Lex. pref.	851,000	9	9	94
Marietta and Cincinnati, 1st pref.	9,101,650	6	6	94
" 2d pref.	4,438,250	6	6	8
Mieh. Southern, (Lake Shore) guar.	533,500	10	10	100
Mill Creek, * guaranteed	323,375	10	10	100
Milwaukee and St. Paul, preferred	12,274,483	7	7	82
Mine Hill, * guaranteed	3,856,450	8	8	108
Montclair, * guaranteed	2,000,000	7	7	100
Morris and Essex, * guar.	15,000,000	7	7	103
Nesquehoning Valley, * guar.	2,000,000	10	10	109
Newark and New York, * guar.	1,000,000	7	7	100
Newcastle and Beaver Valley * guar.	605,000	10	10	100
New Jersey, * guaranteed	7,295,200	10	10	122
New London Northern, * guar.	971,400	10	10	105
New York & Harlem, * pref. & guar.	1,500,000	8	8	121
" com. & guar.	8,500,000	8	8	132
Niagara Br. & Canandaigua, * guar.	1,000,000	6	6	100
North Eastern (S. C.), preferred	105,000	8	8	100
Northern New Jersey, * guar.	1,000,000	8	8	100
Norwich and Worcester, * guar.	2,823,400	10	10	127
Ogdensburg & Lake Champlain, * guar.	3,077,000	7	7	28
" pf. & guar.	2,000,000	8	8	75
Ohio and Mississippi, preferred	4,030,000	7	7	81
Oswego and Syracuse, * guar.	1,144,400	9	9	100
Panama, guaranteed	7,000,000	12	12	131
Patterson and Hudson, * guar.	330,000	8	8	100
Pemberton and Hightstown, * guar.	342,000	6	6	100
Peoria and Bureau Valley, * guar.	1,200,000	8	8	100
Philadelphia and Erie, preferred	2,400,000	10	10	110
Phila. German'n & Norrist'n, * guar.	2,231,900	12	12	196
Philadelphia and Reading, † pref.	1,551,687	10	10	131
Philadelphia and Trenton, * guar.	1,259,100	10	10	131
Pittsburg, Ft. Wayne & Chic. * guar.	22,214,285	7	7	97
Pittsfield and North Adams, * guar.	460,000	5	5	88
Portland, Saco & Portsmouth, * guar.	1,500,000	10	10	75
Rocheater & Genesee Valley, * guar.	557,560	7	7	15
Rutland, * preferred and guaranteed	4,300,000	7	7	20
St. Louis, Alton & Terre Haute, * guar.	2,468,400	7	7	100
St. Louis, Jacksonv. & Ch., pf. & guar.	1,054,100	7	7	100
St. Louis, Kansas City & Nor. pref.	12,000,000	5	5	30
Schenck Valley, * guaranteed	576,000	6	6	100
Shamokin V. & Pottsville, * guar.	889,450	6	6	100
Toledo, Peoria & Warsaw, 1st pref.	1,000,000	7	7	100
" 2d pref.	1,000,000	7	7	100
Toledo, Wabash and Western, pref.	1,800,000	7	7	102
Warren, * guaranteed	1,800,000	7	7	102
CANAL STOCKS.				
Delaware Division, * guar.	1,633,350	8	8	100
Delaware and Raritan, * guar.	5,847,500	10	10	100
Morris preferred and * guaranteed	1,175,000	10	10	126
" com. and * guar.	1,696,000	4	4	52
Schenck Navigation preferred	2,808,977	6	6	100

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, \$5; Scrap Wrought, \$3 per ton. No Bar Iron to pay a less duty than 35 per cent. ad val.	
Pig, Scotch—Coltness.....per ton 23	— @ —
Gartsherrie.....	32 50 @ 33 —
Summerlee.....	31 50 @ 32 —
Carnbroe.....	— @ —
Langloan.....	— @ —
Glenbrook.....	21 50 @ 32 —
Eglinton.....	29 50 @ 30 —
Pig, American, No. 1.....	22 — @ 25 —
Pig, American, No. 2.....	22 — @ 23 —
Pig, American, Forge.....	20 — @ 22 —
Bar, Refined, English and American.....	— @ —
Bar, Sweden, assorted sizes.....(gold).....	@ 110 —
STORE PRICES.	
Bar, Sweden, ordinary sizes.....	130 — @ 140 —
Bar, Sweden, Plow sizes.....	— @ —
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6	— @ —
inch x 1 to 1 in.....	60 — @ —
Bar Refined, 1½ to 6 by 1 & 5-16 in.....	65 — @ —
Bar Refined, 1 & 1½ by 1 & 5-16.....	65 — @ —
Large Rounds, 2½ to 3½ @ 4 in.....	67 50 @ 75 —
Scroll.....	77 50 @ 122 50
Ovals and Half-round.....	73 50 @ 82 50
Band, 1 to 6 in. by 3-16 to No. 12.....	72 50 @ 77 50
Horse Shoe.....	85 — @ 90 —
Rods, 1 to 3-16 inch.....	67 50 @ 110 —
Hoop, 1 by No. 22 to 1 & 1½ by 13 & 14.....	82 50 @ 132 50
Mill Rod.....	74 — @ 8 —
Sheet Russia, as to assortment.....(gold).....	121 — @ 121 —
Sheet, Single, D. and T. Common.....	4 — @ 4 —
Sheet, Double and Treble, Charcoal.....	5 — @ 5 —
Sheet Galvanized 1st and 2d quality, List 20 @ 35 p. c. disc.	— @ —
Rails, English.....(gold).....	36 — @ 38 —
Rails, American, at Works in Penna. c'y.....	45 — @ 50 —
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val. (Store Prices.)	
English, Cast, (2d and 1st quality).....per lb.	144 @ — 17
English Spring (2d and 1st quality).....	64 @ — 7
English Billet (2d and 1st quality).....	9 @ — 14
English Machinery.....	104 @ — 11
English German (2d and 1st quality).....	104 @ — 11
American Billet.....	104 @ — 9
American, Cast, Tool.....	108 @ — 16
American, Cast Spring.....	108 @ — 10
American Machinery.....	108 @ — 11
American German Spring.....	108 @ —
NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.	
10d. to 60d. Com. Fence & Sheath per keg.....	3 10 @ 3 25
8d. and 9d.	3 45 @ 3 50
6d. and 7d.	3 70 @ 3 75
4d. and 5d.	3 95 @ 4 —
3d. and 4d. Light.....	4 70 @ 4 75
3d. Fine.....	5 45 @ 5 50
2d.....	6 20 @ 6 40
Cut Spikes, all sizes.....	3 45 @ 3 50
TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 1-10 cents per lb.	
Blanca.....(gold) per lb.	24 @ — 24
Strait.....(gold).....	— @ — 19
English, L. & F.....(gold).....	19 @ — 19
English, Refined.....(gold).....	19 @ — 19
Plates—Fair to good brands.....	Gold.
I. C. Charcoal.....per box.....	7 37 @ 7 75
I. C. Coke.....	6 50 @ 6 75
Coke Terne.....	6 12 @ 6 37
Charcoal Terne.....	7 — @ 7 37
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40 @ 48 gravity (in bulk).....	6 @ — 7
Crude 40 @ 47 gravity (in shipping order).....	10 @ — 11
Refined, Standard White (in ship's order).....	13 @ —
Refined, S. W. (in jobbing lots).....	14 @ —
Refined, S. W. (in tin).....	18 @ — 20
Naphtha, Refined (65 @ 73 gravity).....	10 @ — 11
Residuum.....(in shipping order) per gall.	— @ —
COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.	
Copper, New Sheathing, (over 12 oz.) per lb.	— @ — 30
Copper, Bolts.....	— @ — 31
Copper, Braziers' (over 16 oz.).....	— @ — 31
Copper, Nails.....	38 @ — 39
Copper, Old Sheathing, &c., mixed lots.....	19 @ — 21
Copper, American Ingot Lake.....	23 @ — 23
Copper, English Pig.....	— @ —
Yellow Metal, New Sheathing & bronze.....	— @ — 21
Yellow Metal, Bolts.....	— @ — 28
Yellow Metal, Nails, Sheathing & Slatting.....	— @ — 21
LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Spanish Ordinary.....(gold) per 100 lb. 7 12 @ —	— @ —
German Ordinary.....(gold) 7 12 @ —	— @ —
English.....(gold).....	7 @ 7 12
Foreign Refined.....(gold).....	— @ —
Domestic.....(gold).....	5 60 @ 5 70
COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Canal.....	12 — @ —
Liverpool House Canal.....	17 — @ —
Anthracite (by cargo).....per ton of 2,000 lb. 5 25 @ 6 50	— @ —

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 26.

W. 20. Th. 21. F. 22. Sat. 23. M. 25. Tu. 26.

Allegheny Val. 7 3-10s.....	75	75	75	75	75	75
Camden & Am. 6s, 1883.....	6s, 1889	100	100	100	100	100
Mort. 6s, 1889.....	100	100	100	100	100	100
Camden and Atlantic.....	Preferred	100	100	100	100	100
1st mortgage.....	2d mortgage	100	100	100	100	100
Catawissa.....	Preferred	17	17	17	17	17
New preferred.....	48	43	43	43	43	43
7s, new.....	40	40	40	40	40	40
Elmira & Williamsport.....	Preferred	103	103	103	103	103
7s.....	12	12	12	12	12	12
Hunt. & B. Top Mt.....	Preferred	50	50	50	50	50
2d mortgage.....	6s, 1877	50	50	50	50	50
Lehigh Navigation.....	6s, 1884	101	101	101	101	101
6s, 1877.....	Gold Loan	103	103	103	103	103
6s, 1884.....	Railroad Loan	104	104	104	104	104
Gold Loan.....	Conv. Gold Loan	62	62	62	62	62
Railroad Loan.....	Lehigh Valley	62	62	62	62	62
Conv. Gold Loan.....	6s, new, coupon	6s, new, registered	7s	109	109	109
Lehigh Valley.....	6s, new, coupon	6s, new, registered	7s	109	109	109
6s, new, coupon.....	6s, new, registered	7s	109	109	109	109
6s, new, registered.....	7s	109	109	109	109	109
7s.....	Little Schuylkill	51	51	51	51	51
Little Schuylkill.....	7s	54	54	54	54	54
7s.....	Minehill & Sch. Haven 54	54	54	54	54	54
Minehill & Sch. Haven 54	North Pennsylvania	1st mortgage 6s	2d mortgage 7s	Chattel 10s	Gen'l mort. 7s, coup	Northern Central
North Pennsylvania	1st mortgage 6s	2d mortgage 7s	Chattel 10s	Gen'l mort. 7s, coup	Northern Central	Oil Creek & Alleg. Riv. 9
1st mortgage 6s.....	2d mortgage 7s	Chattel 10s	Gen'l mort. 7s, coup	Northern Central	Oil Creek & Alleg. Riv. 9	7s
2d mortgage 7s.....	Chattel 10s	Gen'l mort. 7s, coup	Northern Central	Oil Creek & Alleg. Riv. 9	7s	Pennsylvania R. R.
Chattel 10s.....	Gen'l mort. 7s, coup	Northern Central	Oil Creek & Alleg. Riv. 9	7s	Pennsylvania R. R.	1st mortgage
Gen'l mort. 7s, coup.....	Northern Central	Oil Creek & Alleg. Riv. 9	7s	Pennsylvania R. R.	1st mortgage	Gen'l mortgage
Northern Central.....	Oil Creek & Alleg. Riv. 9	7s	Pennsylvania R. R.	1st mortgage	Gen'l mortgage	Gen'l mort. reg.
Oil Creek & Alleg. Riv. 9	7s	Pennsylvania R. R.	1st mortgage	Gen'l mortgage	Gen'l mort. reg.	Penn. State 6s, 2d series
7s.....	Pennsylvania R. R.	1st mortgage	Gen'l mortgage	Gen'l mort. reg.	Penn. State 6s, 2d series	Penn. State 6s, 3d series
Pennsylvania R. R.	1st mortgage	Gen'l mortgage	Gen'l mort. reg.	Penn. State 6s, 2d series	Penn. State 6s, 3d series	Philadelphia City, 6s.....
1st mortgage.....	Gen'l mortgage	Gen'l mort. reg.	Penn. State 6s, 2d series	Penn. State 6s, 3d series	Philadelphia City, 6s.....	6s, new.....
Gen'l mortgage.....	Gen'l mort. reg.	Penn. State 6s, 2d series	Penn. State 6s, 3d series	Philadelphia City, 6s.....	6s, new.....	Phila. and Reading.....
Gen'l mort. reg.....	Penn. State 6s, 2d series	Penn. State 6s, 3d series	Philadelphia City, 6s.....	6s, new.....	Phila. and Reading.....	Debenture bonds.....
Penn. State 6s, 2d series.....	Penn. State 6s, 3d series	Philadelphia City, 6s.....	6s, new.....	Phila. and Reading.....	Debenture bonds.....	7s, of 1893.....
Penn. State 6s, 3d series.....	Philadelphia City, 6s.....	6s, new.....	Phila. and Reading.....	Debenture bonds.....	7s, of 1893.....	7s, new, convertible.....
Philadelphia City, 6s.....	6s, new.....	Phila. and Reading.....	Debenture bonds.....	7s, of 1893.....	7s, new, convertible.....	Gen'l mortgage
6s, new.....	Phila. and Reading.....	Debenture bonds.....	7s, of 1893.....	7s, new, convertible.....	Gen'l mortgage	Gen'l mortgage, reg.....
Phila. and Reading.....	Debenture bonds.....	7s, of 1893.....	7s, new, convertible.....	Gen'l mortgage	Gen'l mortgage, reg.....	Philadelphia and Erie. 18
Debenture bonds.....	7s, of 1893.....	7s, new, convertible.....	Gen'l mortgage	Gen'l mortgage, reg.....	Philadelphia and Erie. 18	1st mortgage, 6s.....
7s, of 1893.....	7s, new, convertible.....	Gen'l mortgage	Gen'l mortgage, reg.....	Philadelphia and Erie. 18	1st mortgage, 6s.....	2d mortgage, 7s.....
7s, new, convertible.....	Gen'l mortgage	Gen'l mortgage, reg.....	Philadelphia and Erie. 18	1st mortgage, 6s.....	2d mortgage, 7s.....	Schuylkill Navigation
Gen'l mortgage.....	Gen'l mortgage, reg.....	Philadelphia and Erie. 18	1st mortgage, 6s.....	2d mortgage, 7s.....	Schuylkill Navigation	Preferred.....
Gen'l mortgage, reg.....	Philadelphia and Erie. 18	1st mortgage, 6s.....	2d mortgage, 7s.....	Schuylkill Navigation	Preferred.....	6s, 1872.....
Philadelphia and Erie. 18	1st mortgage, 6s.....	2d mortgage, 7s.....	Schuylkill Navigation	Preferred.....	6s, 1872.....	6s, 1876.....
1st mortgage, 6s.....	2d mortgage, 7s.....	Schuylkill Navigation	Preferred.....	6s, 1872.....	6s, 1876.....	6s, 1882.....
2d mortgage, 7s.....	Schuylkill Navigation	Preferred.....	6s, 1872.....	6s, 1876.....	6s, 1882.....	United Co. of N. Jersey 132
Schuylkill Navigation.....	Preferred.....	6s, 1872.....	6s, 1876.....	6s, 1882.....	United Co. of N. Jersey 132	Hestonville, (Horse), 23
Preferred.....	6s, 1872.....	6s, 1876.....	6s, 1882.....	United Co. of N. Jersey 132	Hestonville, (Horse), 23	Chestnut & Wal. (do.),
6s, 1872.....	6s, 1876.....	6s, 1882.....	United Co. of N. Jersey 132	Hestonville, (Horse), 23	Chestnut & Wal. (do.),	Green and Coates (do.),
6s, 1876.....	6s, 1882.....	United Co. of N. Jersey 132	Hestonville, (Horse), 23	Chestnut & Wal. (do.),	Green and Coates (do.),	2d and 3d streets (do.)
6s, 1882.....	United Co. of N. Jersey 132	Hestonville, (Horse), 23	Chestnut & Wal. (do.),	Green and Coates (do.),	2d and 3d streets (do.)	Spruce and Pine (do.)
United Co. of N. Jersey 132	Hestonville, (Horse), 23	Chestnut & Wal. (do.),	Green and Coates (do.),	2d and 3d streets (do.)	Spruce and Pine (do.)	13th and 15th sts. (do.)
Hestonville, (Horse), 23	Chestnut & Wal. (do.),	Green and Coates (do.),	2d and 3d streets (do.)	Spruce and Pine (do.)	13th and 15th sts. (do.)	
Chestnut & Wal. (do.),	Green and Coates (do.),	2d and 3d streets (do.)	Spruce and Pine (do.)	13th and 15th sts. (do.)		
Green and Coates (do.),	2d and 3d streets (do.)	Spruce and Pine (do.)	13th and 15th sts. (do.)			
2d and 3d streets (do.)	Spruce and Pine (do.)	13th and 15th sts. (do.)				
Spruce and Pine (do.),	13th and 15th sts. (do.)					
13th and 15th sts. (do.)						

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27.
Adams Express.....	101	100	101	101		
Albany and Susq.....						
1st mortgage.....	111	111				
2d mortgage.....			108			
American Express.....	53	57	53	58		
Am. Dock and Imp. 7s. 100						
Atlantic & Pacific pref. 5	4	4	4	4		
Atlantic & Pacific Tel. 10	19	18		17		
Bost., Hart. & Erie 1st						
Burl. C. R. & Minn. 1st				35		
Canton Co.....	36					
Central of N. Jersey 104	105	105	106	106		
1st mortgage, new.....		112				
7s, consolidated.....	107		107	107		
7s, convertible.....						
Central Pacific 6s, gold.....	105	105	104	104		
1st M. (San Joaquin) 89		89		89		
1st M. (Cal. and Or.).....		89		89		
Ches. and Ohio 1st M.....		84		84		
Chicago and Alton.....	95	94	96			
Preferred.....	103	103	104	103		
1st mortgage.....						
Sinking Fund.....						
Income bonds.....						
Chic. Burl. & Quincy.....		111		111		
7s Consol. 1893.....		108				
8s, 1883.....			115			
Chic. & Milwaukee 1st.....	99			94		
Chic., Mil. and St. Paul 35	35	34	34	34		
Preferred.....	62	63	62	62		
1st mortgage, 5s.....						
2d mortgage, 7 3-10s.....						
7s, gold.....						
1st M. (La Crosse div.) 94		94		84		
1st M. (I. and M. div.).....				81		
1st M. (I. and D. div.).....						
1st M. (H. and D. div.).....						
1st M. (C. & M. div.).....						
Consolidated S. F.....	78					
Ohio & Northwestern 35	37	37	38	37		
Preferred.....	51	51	51	51		
1st mortgage.....	99		100			
Sinking Fund.....						
Consolidated 7s.....						
Consol. Gold bonds.....	85	85	85	85		
Chic. Rock Isl. & Pac. 103	103	104	104	103		
7s, 1895.....	109	109	109	103		
Clev., Col. C. and Ind.....	50	50	52	51		
1st mortgage.....						
Clev. & Pittsburg guar. 90	90	89	90			
7s, Consolidated.....				103		
4th mortgage.....						
Clev., P. and Ash. 7s.....	104					
7s, new.....						
Clev. and Tol. S. F.....		4	4	4		
Col. Chl. & Ind. Cent.....		42	44			
1st mortgage.....	41					
2d mortgage.....	15					
Consol. Coal of Md.....						
Del. & Hudson Canal 120	120	120	120	120		
Reg. 7s, 1891.....				112		
Reg. 7s, 1884.....						
7s, 1894.....				107		
Del. Lack. & Western 118	117	118	118	118		
2d mortgage 7s.....						
7s, Convertible.....						
Det., Mon. & Tol. 1st 101						
Et. of Columbia 3-6s.....	65	63	74	72		
Erie Railway.....	15	17	17	17		
Preferred.....				36		
1st mortgage.....						
2d mortgage.....				100		
3d mortgage.....				95		
4th mortgage.....						
5th mortgage.....				94		
Great Western 1st mort.....						
2d mortgage.....						
Hannibal & St. Joseph 17	18	19	20	21		
Preferred.....	22	22	24			
8s, Convertible.....	75		78	78		
Hudson River 2d mort.....						
Illinois Central.....	92	89	88	92	94	
Kansas Pacific.....		101				
Lake Shore & Mich. So. 59	60	60	60	60	62	
Consol. 7s.....	103					
Consol. 7s, reg.....		100		100		
2d Consolidated.....			96			
Lake Shore Div. bonds.....	99	99				
Long Dock bonds.....			105			
L'ville & Nash. 7s Cons. 81						
Michigan Central.....	59	60	60	62	62	
7s, 1902.....	104					
8s, 1882.....		113				
M. S. and N. I. 1st S. F.....			108	108		
2d mortgage.....				103		
Morris and Essex.....	102	103	102	103		
1st mortgage.....	115	115	116	115		
2d mortgage.....				106		
7s of 1871.....						
7s, Convertible.....						
7s, Consolidated.....			106	106		
N. Y. Cent. & Hud. Riv. 103	102	104	104	104		
7s, Sinking fund, 1876.....			102	102		
6s, Sinking fund, 1883.....			103			
6s, Sinking fund, 1887.....			102	102		
1st mortgage, reg.....						
N. York and Harlem 130			132	132		
Preferred.....						
1st mortgage.....	113	113		113		
1st mortgage, reg.....						

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27.
New Jersey.....				132		
N. Y., N. Haven & Hart.....	144	143		143		
North Missouri 1st M.....	90					
Ohio and Mississippi 16	16	16	16	16		
Preferred.....						
2d mortgage.....	64		65	66	66	
Consolidated 7s.....	85					
Consol. Sinking fund.....					90	
1st M. (Springfield D.).....						
Pacific Mail S. S. Co. 39	41	40	40	40	40	
Pacific R. R. of Mo. 11	9	9	10	9	8	
1st mortgage.....	80		80		73	
2d mortgage.....						
Pacific 7s, guar. by Mo.....						
Panama.....	130		131			
Pitts., Ft. W. & Chl. gtd.....	98	98	97	98	97	
1st mortgage.....		114				
2d mortgage.....					108	
Quicksilver Mining Co. 18	17	18	18		18	
Preferred.....	22		23	24	23	
St. L. Alton and T. H.....	6					
Preferred.....						
1st mortgage.....						
2d mort. preferred.....			87			
Income bonds.....						
St. L., Iron Mt. & S'thn.....	13	13	14			
1st mortgage.....	90	90			90	
2d mortgage.....						
S. L. Jack. & Chl. 1st.....					100	
St. L., Kan. City & N.....						
Preferred.....			30			
Tol., P. & W. 1st E.D.....			73		74	
1st mort., West. Div.....						
Tol., Wab. & Western.....	6	5	5	6	6	
Preferred.....						
1st mortgage.....	81	80				
2d mortgage.....						
7s, Consolidated.....						
St. Louis Division.....	57					
Union Pacific.....	67	66	67	67	66	
1st mortgage.....	102	102	102	102	102	
Land Grant 7s.....	98	98	98	98	98	
Sinking Fund 8s.....	89	89	89	89	88	
United States Express.....	44	44				
Warren.....						
Wells-Fargo Express.....						
Western Pacific bonds.....						
Western Union Tel.....	75	77	77	78	76	
7s, S. F. conv., 1900.....		100	100	101	101	

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27.
Atch., Top. and San. Fe.....						
1st mortgage.....	68		68	68		
Land Grant 7s.....				67	67	
Income 12s.....						
Boston and Albany.....	137	137	138	137	129	
7s, 1895.....						
Boston and Lowell.....	59		59			
7s.....						
Boston and Maine.....	111	111	110		110	
Boston and Providence.....			159			
Boston, Hart. & Erie 7s 21	22	21	21	21	21	
Boston Water Power.....	9	9	10	10	9	
Burl. & Mo. R. in Iowa.....						
Land Grant 7s.....						
Burl. & Mo. R. in Neb. 40						
8s, old.....						
Carthage and Burl. 8s.....	100					
Cary Improvement.....						
Chl., Burl. and Quincy 11	11	11	11	11		
7s.....	108	108	108			
Cin., Sand. and Clev.....	8	8				
Concord.....						
Connecticut River.....						
Eastern.....	16	16	15	16	20	
7s, Sinking Fund.....	66		65	64	66	
Fitchburg.....	127				127	
Ind., Cin. & Lafayette.....						
Michigan Central.....	53	53	53	62	62	
Nashua and Lowell.....						
Norwich, N. H.....						
Norwich & Worcester.....				127	127	
Ogden & Lake Champ.....					26	
Preferred.....	75					
Old Colony.....	106		108	108	108	
7s, 1877.....						
Ph., Wil. & Baltimore 59	59	59	58	59	59	
Port'd, Saco & Ports.....			76		76	
Ports, Gt. Falls & Con.....						
Pullman Palace Car.....	85	84		83	83	
Union Pacific.....	100	100	100	100	100	
Land Grant 7s.....	93					
Sinking Fund 8s.....	88		87		87	
Vermont and Canada.....						
Vermont and Mass.....	98		97			
Worcester and Nashua.....					96	
Cambridge (Horse) 104				104		
Metropolitan ("") 55						
7s.....						
Middlesex ("").....						
Central Mining Co.....	33					
Calumet and Hecla.....	164	147	161	161	161	
Copper Falls.....						
Franklin.....						
Quincy.....						

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27.
FEDERAL STOCKS:-						
U. S. 5s, 10-40s, reg.....	115		115		115	
U. S. 5s, 10-40s, coup.....	116					
U. S. 5s, 1881, reg.....	115			115	115	
U. S. 5s, 1881, coup.....	116					
U. S. 5s, 1881, reg.....	121	120				
U. S. 5s, 1881, coup.....	122			122		
U. S. 5s, 5-20s, reg. 1862.....						
U. S. 5s, 5-20s, c. 1862.....	118					
U. S. 5s, 5-20s, reg. 1864.....	114					
U. S. 5s, 5-20s, c. 1864.....	118			118		
U. S. 5s, 5-20s, reg. 1865.....	115					
U. S. 5s, 5-20s, c. 1865.....						
U. S. 5s, 5-20s, r. n. 1865 118						
U. S. 5s, 5-20s, c. n. 1865 118						
U. S. 5s, 5-20s, reg. 1867 120	119	119				
U. S. 5s, 5-20s, c. 1867 119	119	119				
U. S. 5s, 5-20s, reg. 1868.....	120					
U. S. 5s, 5-20s, c. 1868.....	120					
U. S. 5s, 5-20s, c. 1868.....	121					
U. S. 5s, 5-20s, c. 1868.....	121					
U. S. 5s, Pac. R. R. issue 123			123			

London Stock Exchange.

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during the week, was \$2,141,000. The City banks reported their average of gold last week at \$6,406,600, and their greenback average, at \$54,702,900. Their deposits stood at \$223,471,700. The loan item was \$280,584,700. The circulation was \$17,816,200.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of only \$5,241,575.

The aggregate of the outstanding U. S. currency, of all denominations, October 1, was \$415,274,897. The outstanding amount of legal tender notes is \$373,941,124. The National bank circulation is now \$346,813,776, including \$2,640,000 of national gold bank notes.

The London advices report continued losses of bullion by the Bank of England and firmer rates for discounts. On Thursday of last week the Directors of the bank advanced the rate from 3½ to 4 per cent., the bank having lost £945,237 sterling during the week. Since that action a further net loss of bullion has been reported.

The specie shipments from San Francisco, January 1, to October 14th, were \$35,175,343, against \$22,589,329 same time in 1874.

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$7,378,862; special deposit of legal tenders for the redemption of certificates of deposit, \$63,975,000; Coin, \$69,189,878; Coin certificates \$12,631,900.

The week's import entries of Foreign Merchandise at New York were \$3,876,055.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 37½ millions; and from Customs, 55¼ millions.

Gold has fluctuated widely under speculative manipulations, on a rather more active business at the Gold Board, especially toward the close. The customs call has been fair. The export drain light. The extremes of the price during the week have been 114½¢@116½¢, closing on Wednesday at 115½¢ as against 116½¢, on Wednesday of the preceding week. The specie outflow last week was \$226,550 against \$608,796 the previous week. The imports of specie at this port since Jan. 1, have been \$10,227,296, against \$5,161,791 same time last year. The customs demand for Gold last week averaged \$356,833 per day. For Foreign Exchange has been in fair request, but at irregular rates. Bankers' sixty day bills on London closed on Wednesday at \$4 79¢@4 79½¢; sight bills on London at \$4 83¢@4 84 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$3,983,536. The week's imports of Dry Goods and general merchandise were to the specie value of \$3,876,055.

Government Securities have been fairly active at, however, variable prices, quotations having fluctuated more or less uniformly with Gold. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$368,857,212.

U. S. sixes of 1881 closed on Wednesday of this week at 123¢@123½¢; U. S. Five-Twenties of 1864, at 118½¢@119½¢; U. S. Five-Twenties of 1865 119½¢@119¾¢; U. S. Five-Twenties of 1865,

consolidated, 118¾¢@119; U. S. Five-Twenties of 1867, 120¾¢@120¾¢; U. S. Five-Twenties of 1868, 121¢@121½¢; U. S. Ten-forties at 116¾¢@117½¢; U. S. Fives of 1881, (Funding Loan) 117¢@117½¢; Six per cent. currency Sixes, 123¾¢@123¾¢.

State and Railway bonds have been in rather less request but quoted generally steady. And in the line of Railway and Miscellaneous share property, a livelier business has been reported on stronger though unsettled market.

The movements in domestic produce have been on a comparatively liberal scale, but at variable prices, especially in the instances of Breadstuffs, Cotton and Provisions, which closed weak. Foreign merchandise has been moderately sought after at generally steady rates. Metals have been rather more freely dealt in, especially Ingot Copper and American Pig Iron, the latter at reduced quotations. Edlington Pig Iron quoted here at \$29¢@30; Gleggarnock, \$32¢@33; Coltness, \$33; No. 1 American Pig at \$24¢@25; No. 2 do. at \$22 50¢@23 50; Forge, \$20¢@22 50; English Rails at \$47 50¢@50, gold; American Rails, at works, \$46¢@50; Old Rails, \$25¢@26. Wrought Scrap, \$30¢@32 50. Ocean freights have been fairly active and quoted generally firm.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Dubuque and Sioux City R. R., 63½¢; Central Pacific R. R., 100; do. 6s, Land Grant, 92¼¢; Milwaukee and St. Paul 2d mort., 90; La Crosse and Milwaukee 1st mort., 8s, 105; New York and Boston Air Line 1st mort., 101¼¢; Lehigh and Wilkesbarre 7s, consol., 96; Chesapeake and Ohio 1st mort., coupon on, 31; Canada Southern 1st mort., with int. cer., 50½¢; Buff., N. Y. and Erie 1st mort., 87; Cedar Falls and Minnesota 1st mort., 81½¢; Tennessee 6s, old, 48½¢; do. new, 46; do. 6s, n. s., 47¾¢; Missouri 6s, long bonds, 101½¢; Missouri 6s, H. and St. J. issue, 1886 and 1887, 101½¢; North Carolina 6s, old, April and Oct., 17; do. special tax, 3d class, 3 N. Y. State 7s, B. L., reg., 107; Brooklyn 6s, W. L., 104; New York Gas Co., 148. The latest quotations are: Pacific Mail, 40¾¢@40½¢; Western Union Telegraph, 76¾¢@76¾¢; Atlantic and Pacific Tel., 17¢@18¼¢; Quicksilver Mining, 17¢@17¾¢; do. pref., 22¢@23; Mariposa Land and Mining, 7½¢@9; Adams Exp., 101¢@102; American Exp., 57½¢@58½¢; U. S. Express, 44¢@44½¢; Wells-Fargo Express, 78¢@79; Chicago and Alton, 94¢@96; Chicago and Northwestern, 37½¢@37¾¢; do. pref., 51¢@51½¢; Chicago Rock Island and Pacific 103½¢@103¾¢; Chicago, Milwaukee and St. Paul, 34¼¢@34½¢; do. pref., 62½¢@63; Cleveland, Columbus, Cincinnati and Indianapolis, 51½¢@53; Columbus, Chicago and Indiana Central, 4½¢@4¾¢; Delaware, Lackawanna and Western, 118¼¢@118¾¢; Erie, 18½¢@18¾¢; Hannibal and St. Joseph, 19¾¢@20¼¢; do., pref., 23¢@25; Lake Shore and Michigan Southern, 62¼¢@62¾¢; Michigan Central, 62¢@62½¢; New York and Harlem, 131½¢@132; N. Y. Central and Hudson River, 104½¢@104¾¢; Central of New Jersey, 106¢@106½¢; Ohio and Miss., 16¾¢@16¾¢; Panama 130¢@—; Toledo, Wabash and Western, 5½¢@6; Pacific R. of Missouri, 8¾¢@9; Union Pacific, 65½¢@65¾¢; do. 1st mort., 102½¢@102¾¢; do. 7s, land grant,

98¼¢@98½¢; do. sinking fund 8s, 88½¢@88¾¢; Central Pacific 6s, gold, 104¼¢@104½¢.

Boston.—Atchison, Topeka and Santa Fe 2d mort., 36¾¢; Eastern R. R. 7s, 1882@1883, 64¼¢; Connecticut and Passumpsic Rivers R. R. 7s, 1876, 96; South Shore R. R. 6s, 1880, 99¼¢; Central Pacific 7s, 1883, 103¾¢; Jackson, Lansing and Saginaw 8s, 1896, 82; Metropolitan R. R. 7s, 1885, 103¾¢; Old Colony 6s, 1895, 102¾¢; do. 6s, 1875, 100¾¢; do. 7s, 1894, 111; Boston and Maine 7s, 110¾¢; Boston and Albany 7s, 1894, 113¼¢; Chicago and Iowa 8s, 92¼¢; Mansfield and Framingham 8s, 1885, 96; Boston and Lowell 7s, 1892, 101¾¢; Summit Branch, 36¢; Rutland pref., 15; do. scrip No. 5, 46; do. Nos. 6&7 38; New Bedford R. R., 116¼¢; Manchester and Lawrence R. R., 132; Northern N. H. R. R., 76½¢; Winnissimmet R. R., 19¾¢; Eastern (N. H.) R. R., 18½¢; Cambridge Horse R. R. 105; Connecticut River R. R., 131½¢; Boston Land, Co., 5¾¢; Maine 6s, 104¼¢; Boston 5s, 1895, gold, 111; do. 5s, 1882@1883, ind., 109½¢; do. 6s, 1880, 104; St. Louis 6s, 100; do. 6s, 1887, gold, 105¼¢; Cambridge 6s, gold, 104¾¢; Toledo 6s, 1879, 102¾¢; do. 8s, 1876, 101; Cincinnati 6s, 1881, 99½¢; do. 7 3-10s, 1902, 101¾¢; Stockton (Cal.) 10 20s, 1892, gold 90½¢@91¼¢; St. Louis County 6s, 1894, 103¾¢; Cleveland 6s, 1878, 99¾¢; Springfield 6s, 1905, 105½¢; do. 7s, 1881, 105; Newburyport 6s, 1887, 103¾¢; Lawrence 6s, 1894, 103; Chelsea 5½s; 1883, 97; Portland 6s, 1907, 101; Charlestown 5s, 1883, 99¾¢.

Philadelphia.—Northern Pacific 7 30s, 15½¢; do. l. g. pref., 18; Connecting R. R. 6s, 95; Philadelphia and Reading C. and I. debent. bonds, 82½¢; Pittsburg, Cin. and St. Louis 7s, 75; Huntingdon Top Mt. R. R. 7s, consol., 52; Schuylkill Nav. 6s, 1895, 79; Hestonville R. R. 6s, 93½¢; North Pennsylvania Gen'l mort. 7s, reg., 104½¢; Lehigh Valley consol. mort. 6s, 99¾¢; Indianapolis and Vincennes 1st mort. 7s, 76; Nesquehoning Valley R. R., 54¼¢; Philadelphia, Germantown and Norristown R. R., 98; Oregon Steam Navigation, 15; Central Transp., 47; Fifth and Sixth Streets R. R., 77. The latest quotations are: City 6s, 105¢@106; do. free of tax, 108¼¢@108¾¢; Pennsylvania State 6s, 2d series, 105½¢@106½¢; do. 3d series, 113¢@114; Philadelphia and Reading, 55¾¢@55½¢; do. Gen'l mort. 7s, comp., 108¢@109; do. reg., 108¢@109; do. mort. 6s, 1880, 104¢@—; do. 7s, new conv., 108½¢@109; do. 7s, 1893, 105¢@106; United New Jersey R. R. and Canal Co., 132¢@132½¢; Camden and Ambly mort. 6s, 1889, 105½¢@106½¢; Pennsylvania R. R., 50¾¢@50¾¢; do. 1st mort., 103½¢@104¾¢; do. general mort. coupon, 101¢@101¾¢; do. reg., 101¼¢@101¼¢; Little Schuylkill R. R., 51½¢@52; Morris Canal, 52¢@—; do. pref., 127¢@—; do. 6s, 100¢@—; Susq. Canal, 7¢@—; do. 6s, 75¢@78; Schuylkill Nav., 7¾¢@—; do. pref., 14¾¢@15¼¢; do. 6s, 1882, 81½¢@82; do. 1872, 94¼¢@95; do. 6s, Imp., 92½¢@—; Elmira and Williamsport pref., 39¢@40; do. 7s, 102¢@104; do. 5s, 60¢@64; Lehigh Coal and Navigation, 50½¢@50¾¢; do. 6s, 1884, 100½¢@101; do. R. R. Loan, 102¼¢@102½¢; do. Gold Loan, 104¢@104; North Pennsylvania, 53¢@53½¢; do. 6s, 104¼¢@105; do. 7s, 108½¢@—; do. Gen'l mort. 7s, 104¼¢@104½¢; Philadelphia and Erie, 18¾¢@18¾¢; do. 6s, 96½¢@98; do. 7s, 87¢@88; Minehill, 53¢@54; Catawis-

sa, 17½@18½; do. pref., 45@46; do. new pref., 43@43½; do. 7s, 1900, 105@—; Lehigh Valley, 62¼@62½; do. 6s, new coupon, 104@—; do. reg., 105@106; do. 7s, 109¾@109½; do. 6s, consol. mort., 99½@100; Fifth and Sixth streets (horse), 60@61½; Second and Third, 75@77; Thirteenth and Fifteenth, 33@34; Spruce and Pine, 32@32½; Green and Coates, 56@57; Chestnut and Walnut, 90@94; Hestonville, 28½@28¾; Germantown, 56@—.

Baltimore.—Virginia and Tennessee 2d mort 6s, 72; Winchester and Potomac 6s, guar. by B. and Ohio R. R., 98; Maryland Defense 6s, 110½; Virginia Black scrip, 18¼; Cincinnati 7-30s, 104½; Baltimore 6s, exempt, 110; Atlantic Coal, 2.45. The latest quotations are: Wilmington and Weldon 7s, 95@100; Wilmington, Columbia and Augusta 7s, 52@60; Richmond and Danville 1st mort., 71½@72; Pittsburg and Connelville 7s, 1898, 99¼@99¾; Baltimore and Ohio, 172½@180; do. 6s, 1880, 104¼@107; do., 1885, 104¼@107; Washington Branch, 115@125; Northern Central, 27@27½; do. 6s, 1877, 100@105; do. 6s, 1885, 100@102; do. 6s, 1900, 94½@97; do. 6s, 1900, gold, 96¾@97; N. W. Va. 3d mort. 1885, 100@105; Marietta and Cincinnati 1st mort. 7s, 1892, 106@107; do. 2d mort. 7s, 98½@99; do., 3d mort. 8s, 78¼@79; Central Ohio, 41½@42; do. 1st mort., 98½@99; Western Maryland, 5@6; do. 1st mort. 6s, 1890, 86@90; do. 1st mort. guar., 105@107; do. 2d mort. guar., 105@107; do. 3d mort. guar., 105@107; do. 2d mort. pref., 85@91; do. 2d mort., guar. by Washington Co., 95@100; Virginia and Tennessee 2d mort. 6s, 72@72½; do. 3d mort. 8s, 73@74; Orange and Alexandria 1st mort. 6s, 85@90; do. 2d mort. 6s, 71@77; do. 3d mort. 8s, 70@77; do. 4th mort. 8s, 57½@58; Orange, Alex. and Manassas 7s, 79@80; Baltimore 6s, 1875, 104@105; do. 1884, 105½@105¾; do. 1886, 106½@107; do. 1890, 106@106½; do. 1900, 105@106; do. 1902, 106¾@107; do. 6s, exempt, 108@110; do. 5s, 85@95; Memphis City 6s, 30@38; Maryland Defense 6s, 1883, 110¼@110½; do. 6s, 1890, 104@107; do. 6s, exempt, 110@111; do. 5s, 88@100; Virginia coupon 6s, old, 40½@44; do. new, 40½@43; do. consol. 6s, 63¼@63½; Virginia coupons, 90@90½; West Virginia def. certif., 9@9½; City Passenger R. R., 27@28; George's Creek Coal, 130@145; Atlantic Coal, 2.45@2.50; Am. Gas Coal, 20@30; Canton Co., 35@45.

The gross earnings of the Philadelphia and Erie Railroad in September, 1875, were \$344,047, the expenses \$195,898, and the net proceeds \$148,149. The net proceeds for the first nine months of 1875 were \$775,366, against \$677,387 for the first nine months of 1874—an increase of \$97,979.

The Gold coupons due November 1st on the Bonds of the Denver and Rio Grande Railway and Central Colorado Improvement Companies, will be paid on and after that date on presentation at the office of Rutten & Bonn, No. 52 Exchange Place, New York.

A book of subscription to the capital stock of the "Manhattan Railway Company" will be opened at 10 o'clock A. M., on Friday, October 29, 1875, at the Corn Exchange Bank, No. 13 William St., New York.

The grading on the Woodland and Tehama Branch Railroad has been finished a distance of about fourteen miles. It is one of the finest grades in California, says the Yolo Mail, and there seems to be no trouble on the route through Yolo county. The rails have not yet arrived, but are expected in a few days.

Sections one and two on the tunnel line at Greenfield have been re-let—N. C. Munson, who has sections three and four, getting section two and immediately sub-letting it to James H. Edwards & Brother from Worcester.

On the first day of November, or a few days thereafter, the narrow gauge railroad from Watsonville to Santa Cruz will be completed and in operation. This road is about twenty-two miles long. It is said to be well built, and will be well stocked.

The United States Rolling Stock Company has contracted with the Urbana (Ohio) Machine works for one hundred tons of castings, to be used in repairing cars.

Efforts are making to extend the Louisville, Harrod's Creek and Westport Narrow Gauge Railroad to Madison, Ind., and thence to Cincinnati, Ohio.

The Taunton (Mass.) Horse Railroad earned between \$500 and \$400 above its expenses the past year, which is better than was anticipated.

The Worcester County (Md.) Railroad has been extended to Stockton, nine miles below Snow Hill, near Chincoteague bay, and freight has already been carried over the extension.

The Supreme Court of Iowa has affirmed the constitutionality of the law, providing that railroad companies shall be responsible for fires caused by sparks from their engines.

The Directors of the Springfield, Jackson and Pomeroy Narrow Gauge railway, have awarded the contract for constructing the entire road to Prescott & Co., of Cincinnati, Ohio.

Notice to Contractors.

THE COMPLETION OF THE FOURTH AVENUE Improvement gives us a large and valuable surplus of Stock, Machinery and Tools, which we propose to sell in the next twenty days at Panic Prices.

THE LIST INCLUDES:

Sixty Large Work Horses,
Sixty Broad Tire Dirt Carts,
Sixty Sets Cart Harness,
Twenty Sets Double Work Harness,
Fifteen Stone & Earth Wagons,
One City Furniture Truck,
One Hundred Side Dump Dirt Cars of three feet two inches gauge,
Five Burleigh Rock Drills,
Six full sets Blacksmith Tools,
Steam Boilers from six to sixteen Horse Power,
One Number Four Centrifugal Pump and Engine,
One Ryder Engine, eight Horse Power,
One Deck Hoisting Engine, with two seven and a half inch Cylinders,
One Number Four Clayton's Air Compressor,
Twenty Derricks full rigged with either Hand, Horse or Steam Power,
Two Tons, four and a half inch, by a half inch, Railroad Spikes,
And a large variety of miscellaneous smaller tools, common to Railroad Work.

DILLON, CLYDE & CO.,
68 East 49th Street, New York.

Brown, Brothers & Co.,

No. 59 WALL ST., N. Y.,

Issue, against cash deposited, or satisfactory guarantee of repayment, Circular Credits for Travelers, in dollars for use in the United States and adjacent countries, and in pounds sterling for use in any part of the world.

THEY ALSO ISSUE COMMERCIAL CREDITS, MAKE CABLE TRANSFERS OF MONEY BETWEEN THIS COUNTRY AND ENGLAND, AND DRAW BILLS OF EXCHANGE ON GREAT BRITAIN AND IRELAND.

Hatch & Foote,

BANKERS,

No. 12 Wall Street, N. Y.

BUY AND SELL GOVERNMENTS AND GOLD AT MARKET RATES.

EXECUTE ORDERS AT STOCK EXCHANGE. INTEREST ALLOWED ON DEPOSITS.

MISSOURI PACIFIC RAILROAD.

OFFICE OF THE ATLANTIC AND PACIFIC RAILROAD COMPANY,

No. 3 BROAD ST., NEW YORK, Oct. 28, 1875.

IN ACCORDANCE WITH THE SUGGESTIONS of the Committee of Missouri Pacific Stockholders, in their report made on the 26th inst., the Directors of the Atlantic and Pacific Railroad Company instruct me to offer to the stockholders of the Missouri Pacific Railroad \$1,854,000 Third Mortgage Bonds of said Pacific Railroad at 75 per cent. stockholders to have the preference to purchase said bonds, at that rate, until and including Nov. 10, 1875. The proceeds of said sales to be used only in liquidating the floating debt of said Pacific Railroad. An early response from the stockholders is requested.

ANDREW PIERCE, President.

OFFICE OF THE BOARD OF COMMISSIONERS OF RAPID TRANSIT, NEW YORK, Oct. 23, 1875.

BY DIRECTION OF THE BOARD OF COMMISSIONERS heretofore appointed by the Mayor of the City of New York, under and pursuant to the provisions of chapter 606, laws of 1875, public notice is hereby given that the said Commissioners will cause a suitable book of subscription to the capital stock of the company to be incorporated and organized under the provisions of said act, and to be known as the "Manhattan Railway Company," to be opened at 10 o'clock A. M., on FRIDAY, the 29th day of October, 1875, at the Corn Exchange Bank, No. 13 William st., in the City and County of New York. The amount of said capital stock is fixed at two millions (\$2,000,000) of dollars, divided into twenty thousand (20,000) shares, subject to the right to increase the capital stock from time to time, as is by said act provided. The shares will be of the par value of one hundred (\$100) dollars each. The whole capital stock is to be subscribed by not less than twenty-five persons; and, on subscribing, each subscriber is required to pay, in cash, five per centum of the par value of the number of shares subscribed by him.

By order of the board.

BURTON N. HARRISON,
Acting Secretary.

THE GOLD COUPONS DUE NOVEMBER 1st on the Bonds of the Denver and Rio Grande Railway and Central Colorado Improvement Companies, will be paid on and after that date on presentation at our office, 52 Exchange Place, New York.

RUTTEN & BONN.

INVENTORS. If you want a Patent, send us a model or sketch and a full description of your invention. We will make an examination at the Patent Office, and if we think it patentable, will send you papers and advice, and prosecute your case. Our fee will be in ordinary cases, \$25. Advice free. Address LOUIS BAGGER & CO., Washington, D. C. Send Postal Card for our "GUIDE FOR OBTAINING PATENTS," a book of 50 pages.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Drivers.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '74	0.50	122	43	Albany.....N.Y.	201,244	200,000	60,000		110,953	35,070		100	100	
Sept. 30, '74	1.04			Albany st. Freight (B'ton).Mass.	49,238	75,000			5,238	4,138		100	100	
Sept. 30, '74	25.00	409	87	Atlantic Avenue (Bklyn.)..N.Y.	762,870	630,000	655,000	14,407	295,046	63,201		100	100	
Sept. 30, '74	11.83	307	55	Avenue O (N. Y. City)....N.Y.	1,000,000	500,000	900,000	200,000	297,301	49,702		100	100	
Sept. 30, '74	9.25	707	103	Baltimore City (Balt.)....Md.	1,000,000	1,000,000					3	25	25	271
Sept. 30, '74	24.00	432	60	Bleeker st. & F.F. (N.Y.C.)N.Y.	1,801,674	900,000	694,000	51,540	259,640	46,457		100	100	
Sept. 30, '74	5.82			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,478	6.8	100	100	
Sept. 30, '74	13.87	297	58	Broadway (Brooklyn)....N.Y.	469,264	200,000	200,000	47,531	311,548	32,599	12	100	100	
Sept. 30, '74	16.25	120	148	B'dway & 7th Av. (N.Y.C.)N.Y.	3,900,100	2,100,000	1,600,000	230,000	980,392	287,962	6	100	100	
Sept. 30, '74	7.55	4	32	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000		56,957	24,616		100	100	
Sept. 30, '74	81.50	2091	429	Brooklyn City.....N.Y.	2,430,000	2,000,000	300,000	70,000	1,514,444	313,016	14	10	10	
Sept. 30, '74	18.50	264	74	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,353	197,186	66,122		100	100	
Sept. 30, '74	19.35	301	64	Brooklyn, Cross-Town....N.Y.	717,870	395,000	300,000	2,300	174,928	32,666		100	100	
Sept. 30, '74	10.50	402	80	Buffalo East Side.....N.Y.	166,389	28,000		139,323	132,551	103,572		100	100	
Sept. 30, '74	17.62	330	92	Buffalo street.....N.Y.	623,252	100,000	431,000	147,403	287,537	107,922	10	100	100	
Sept. 30, '74	11.00	157	31	Bushwick (Brooklyn)....N.Y.	400,650	302,000	102,000	2,065	77,023	6,919		100	100	
Sept. 30, '74	29.31			Cambridge (Boston)....Mass.	800,500	800,500	150,000		75,045	75,045	9	100	100	104
Sept. 30, '74	24.00	1026	142	Gen. P., N. & E.R. (N.Y.C.)N.Y.	2,011,232	1,676,700	1,200,000	11,111	731,709	103,123		100	100	
Oct. 31, '74	9.11	350	48	Citizens' (Phila.).....Pa.	232,476	192,750			363,451	103,068	44	50	191	
Oct. 31, '74	9.07	212	30	Citizens' (Pittsburg)....Pa.	179,870	184,000	50,000	4,000	192,301	38,970	214	50	46	
Sept. 30, '74	15.03	240	24	Coney Island & Brooklyn.N.Y.	716,759	600,000	307,000	37,845	225,020	71,512		100	100	
Sept. 30, '74	11.21	1010	134	Dry Dock, E.B. & B. (N.Y.C.)N.Y.	1,125,403	1,200,000	915,500		901,750	260,595	8	100	100	
Oct. 31, '74	1.65	10		Easton and E. Easton.....N.Y.	29,502	29,502			8,000	1,801	7	25	25	
Sept. 30, '74	10.00	1105	132	Eight Avenue (N. Y. City)N.Y.	1,782,903	1,000,000	203,000	95,000	822,459	135,940	12	100	100	
Oct. 31, '74	7.75			Empire (Philadelphia)....Pa.	106,000		200,000		139,836	12,460		50		
Oct. 31, '74	5.59	61	24	Federal St. & Pl. Val. (Phg.)Pa.	149,811	77,925	75,000		48,209	9,719		25	25	
Sept. 30, '74	10.26	50	72	12d st. & Gr'd st. F. (N.Y.C.)N.Y.	1,054,679	748,000	236,000	51,111	346,778	48,224	9	100	100	
Oct. 31, '74	17.37	401	58	Frankford & Southwark (Ph.)Pa.	851,309	500,000	300,000		422,518	92,311	10	50	50	
Sept. 30, '74	4.00	26		Genesee & Water St. (Syr.)N.Y.	67,970	42,500	19,000		24,538	7,931		100	100	771
Oct. 31, '74	34.03	307	63	Germantown (Phila.)....Pa.	601,719	309,656	350,000		406,111	98,312	6	50	31	551
Sept. 30, '74	8.00	200	40	Gr'd st. & Newtown (Bk'n)N.Y.	314,968	170,000	90,000	19,492	91,991	10,159		100	100	
Sept. 30, '74	8.00	200	40	Gr'd St. Prosp. Pk. & Flatb.N.Y.	455,716	200,000	200,000	90,831	143,338	53,834		100	100	
Oct. 31, '74	7.23	200	42	Green and Coates st. (Phila.)Pa.	256,701	150,000	100,000		179,353	79,313	4	50	50	551
Sept. 30, '74	11.95	171	24	Harlem, Br. Morr. & F'dham.N.Y.	297,190	299,100	133,000		94,334	20,778		100	100	
Sept. 30, '74	11.68	398	60	Hous., W. st. & Pavonia Fy. N.Y.	700,000	238,750	475,500	4,817	307,331	83,911	10	50	50	251
Oct. 31, '74	11.24	381	53	Hest., Mart. & F'mount (Ph.)Pa.	402,879	300,000	100,000		195,067	30,556	9	100	100	1021
Sept. 30, '74	6.50	232	63	Highland (Boston)....Mass.	432,087	200,000	74,000	233,217	23,495	278		100	100	
Sept. 30, '74	10.50	120	32	Jamaica, Woodh'n & Bklyn.N.Y.	100,000	100,000			25,495	1,039		100	100	
Sept. 30, '74	3.86	33	9	Kingston and Rondout....N.Y.	91,707	75,000		6,000	21,755	2,789		100	100	
Oct. 31, '74	5.32	123	21	Lombard and South st. (Ph.)Pa.	179,816	150,000	60,000		101,319	39,412	10	55	121	
Sept. 30, '74	4.87	45	12	Lowell Horse.....Mass.	97,309	93,100	4,500		168,905	14,817		100	100	
Sept. 30, '74	12.62	241	37	Lynn and Boston.....Mass.	291,296	200,000	35,500	57,609	809	780	3	100	100	
Sept. 30, '74	3.48			Medford & Charleat. (B'n)Mass.	83,414	21,000			36,063	2,571		100	100	
Sept. 30, '74	5.30	54	15	Merrimack Valley.....Mass.	80,390	50,000			1,093,888	150,802	81	100	100	
Sept. 30, '74	49.24	1396	236	Metropolitan (Boston)....Mass.	2,621,613	1,600,000	187,000	884,196	252,795	63,293		100	100	
Sept. 30, '74	15.97	312	63	Middlesex (Boston)....Mass.	684,881	400,000	226,000	293,526	24,193	1,973		100	100	
Sept. 30, '74	3.82	33		New Bedford & Fairhaven.Mass.	80,830	50,000		29,230	24,193	1,973		100	100	
Sept. 30, '74	6.37	32		Newburypt & Amesbury.Mass.	46,854	37,250		9,734	1,351	686		100	100	
Sept. 30, '74	4.00	2	16	New York Elevated.....N.Y.	1,500,000	798,300	108,321		74,450	10,010		100	100	
Sept. 30, '74	7.50	47	9	New Wmsburg & Flatbush.N.Y.	600,000	300,000	300,000	9,237	104,794	10,422		100	100	
Sept. 30, '74	6.10	240	30	Ninth Avenue (N. Y. City)N.Y.	999,422	797,320	207,000	19,708	104,794	10,422		100	100	
Sept. 30, '74	3.20	13		Northampton.....Mass.	50,125	50,000		7,953	6,812	Loss		100	100	
Sept. 30, '74	11.24	164	30	North 2d St. & Middle Vil. N.Y.	223,163	134,000	25,000	66,967	81,259	2,074		100	100	
Sept. 30, '74	2.69	8		North Woburn (Boston)....Mass.	32,622	21,000	8,000	600	5,125	191		100	100	
Dec. 31, '74	11.71	212	46	Orange and Newark.....N.J.	1,041,167	200,300	700,000	28,000	214,267	11,885		100	100	
Sept. 30, '74	14.40	160	40	Park Avenue (Brooklyn)N.Y.	395,191	200,000	200,000	113,373	118,962	30,764		100	100	
Oct. 31, '74	21.26	613	112	Philadelphia City (C. & W.)Pa.	789,136	475,000	200,000	74,136	443,738	110,708	22	50	231	911
Oct. 31, '74	6.18			Philadelphia and Darby....Pa.	321,058	200,000	100,000		165,336	43,491	6	50	50	
Oct. 31, '74	12.87	144	22	Philadelphia & Gray's Ferry.Pa.	299,127	200,000	6,500	22,600	73,913	5,465		100	100	
Oct. 31, '74	8.75	128	40	Pgh., Allegheny & Manchester.Pa.	278,031	300,000	100,000		49,790			100	100	
Oct. 31, '74	6.50	114	20	Pittsburg and Birmingham.Pa.	143,437	150,000	18,000	29,994	67,411	40,583		100	100	
Oct. 31, '74	10.00	52	22	Pgh. Oakland & E. Liberty.Pa.	167,290	150,000	43,000	23,537	49,790			100	100	
Sept. 30, '74	5.00	132	12	Poughkeepsie City.....N.Y.	131,581	78,705	27,000	39,300	67,411	40,583		100	100	
Oct. 31, '74	13.70	280	44	Ridge Avenue (Ph.).....Pa.	419,810	420,000	58,430		248,262	45,415	6	50	23	
Sept. 30, '74	13.50	131	29	Rochester and Brighton....N.Y.	228,391	105,000	100,000	28,000				100	100	
Sept. 30, '74	7.73	62	23	Salem street.....Mass.	297,197	150,000	35,900	1,800	150	138		100	100	
Oct. 31, '74	4.02			Schuylkill River (Phila.)....Pa.	47,463	50,000					10	50	50	
Sept. 30, '74	21.00	1043	142	Second Avenue (N. Y. City)N.Y.	2,560,917	1,199,500	1,317,000	74,464	705,673	127,561	8	50	50	
Oct. 31, '74	4.50	600	116	2d and 3d street (Phila.)....Pa.	814,250	671,576	109,300		582,017	254,881	171	50	311	771
Oct. 31, '74	7.50	294	38	17th and 19th street (Phila.)Pa.	204,974	160,000	55,000	6,597	241,657	70,166	121	50	16	
Sept. 30, '74	8.37	946	112	Sixth Avenue (N. Y. City)N.Y.	2,257,199	750,000	415,000	780,000	780,410	112,493	10	100	100	
Sept. 30, '74	4.03			Somerville horse (Boston).Mass.	98,000	98,000			5,880	5,880	6	100	100	471
Sept. 30, '74	8.31	340	60	South Boston.....Mass.	450,000	450,000			318,242	43,643				

The Duty on Wood Screws.

The following letter, of interest to importers, has been made public by the Secretary of the Treasury:

TREASURY DEPARTMENT.

WASHINGTON, Oct. 12, 1875.

C. A. Arthur, Esq., Collector of Customs, New York City:

Sir—Referring to your reports of August 17 and 26 and Sept. 23, 1875, upon the question presented by the appeal 4885 of G. W. Bruce on an importation of wood screws, manufactured from so-called Bessemer steel, and classified as wood screws subject to a specific duty per pound according to length, I have to state that after a careful consideration of the subject I have arrived at the conclusion hereinafter stated.

The article commercially known as wood screws has heretofore, it appears, been generally manufactured from iron. The question now presented is whether wood screws of Bessemer steel are to be treated as within the provisions for "screws of any other metal than iron," contained in the clause in schedule "E" of the tariff, Revised Statutes, page 496, authorizing the admission of screws, not embraced by the preceding clause, at 35 per cent ad valorem.

The appeal is based substantially on two grounds, viz:

First. That the article in question is, as a matter of fact, composed of a metal other than iron.

Second. That the provision relating to screws other than those of iron confines the specific duty on wood screws to those made of iron only.

The two provisions of the tariff to which reference is here made are in the following words:

"Screws, commonly called wood screws, two inches or over in length, eight cents per pound; less than two inches in length, eleven cents per pound."

"Screws of any other metal than iron, and all other screws of iron, except wood screws, 35 per centum ad valorem."

The clause first cited relates wholly to wood screws so called. This it appears is a descriptive designation based upon the objects or uses of the article, and not upon the material of which it is composed, no reference to which is made by the statutes. The phraseology of the next succeeding clause is claimed by the appellant to mean that iron wood screws only are excepted from the ad valorem rate, and that a wood screw made of steel being composed of a metal other than iron, is consequently subject not to the specific but to the ad valorem rate.

The position is in the judgment of the department unsound, for the reason that the statute having in the first place imposed a specific rate of duty on wood screws, *eo nomine*, without reference to the material of which they are composed, the intent thus clearly expressed should not be defeated by a construction of the general provision inconsistent therewith.

The propriety of this view is further illustrated by reference to the specific provision for bed screws in the same schedule, viz: "two and one-half cents per pound." If the words in the general provision, "all other screws of iron except wood screws," were meant to except only iron wood screws, then iron bed screws would seem to be provided with two different rates of duty, one specific, the other ad valorem. The department, however, has uniformly recognized the specific rate as applicable to the article known as bed screws without regard to the material of which it is composed. The same rule is applicable to wood screws, and you will be governed accordingly.

I am very respectfully,

B. H. BRISTOW, Secretary.

The Green Mountain (Vt.) Narrow Gauge Railroad has been surveyed through Plymouth. The route lies along Woodward's reservoir and Black river, and it is said that no very serious difficulty lies in the way of its construction.

Tax on Subsidy Land.

The Commissioner of Internal Revenue has had under consideration a question growing out of the donation of public lands to the Illinois Central Railroad Co. The Company sold certain of these lands and took notes therefor; these notes were not, however, in the usual form—i. e. for certain sums with interest thereon, but were for certain round sums, payable at a certain fixed time in the future, without any interest clause. It is not denied, however, that these notes were made for sums larger than the cash price of said lands at the time of sale, or that they were so made on account of the length of time they were to run.

The company included in their dividends monies collected from time to time on said notes. They now claim that so much of their dividends as arose from money received upon said notes is not subject to taxation; that such money did not constitute earnings, profit, income or gains within the meaning of those words as employed in the statute. The Commissioner rules that a sum equal to the value of those notes at the time they were given, i. e., their then present worth, is not liable to dividend tax: but, that so much of the amount received on said notes over and above said value as is referable to the years in which dividends were taxable, should be treated as interest, and constitutes a part of the profits, income and gains of the company and is liable to tax.

Southern Iron.

There has been a steady development in this industry since the war, and the great mineral State of the South, Alabama, now freely boasts of being the chief seat in the Southern States of the manufacture of hot blast charcoal iron, her furnaces being situated on the Selma, Rome and Dalton Railroad, from which point shipments to England have been made and sold at £7@£8 per ton. Specimens from other mines, which have been sent forward, are classed by the prominent English manufacturers as "Best best," while the highest grade of iron is only "Best best best." This iron trade is furnishing steady employment to many hundred native whites and blacks, and a good many English, Scotch and Swedes, who are building up the South, increasing the mining of hard coal and using annually millions of bushels of charcoal burnt in the forests near the mines. Charcoal costing 6c.@7c. and coke 9c.@10c., the South must furnish a very considerable part of the 3,000,000 tons of iron made in the United States. This is indicated by the number of furnaces now in blast, and projected, in South Carolina, North Carolina, Georgia, Tennessee and Alabama.—*Charleston News.*

The corporators of the Rumford Falls and Buckfield, (Me.) Railroad have accepted the act of incorporation, and organized by electing Hon. E. S. Barlow President. The road is to be built from Auburn to Rumford Falls, and a portion of the way is to be located over the old Oxford Central road bed.

Albert Fink, late Superintendent of the Louisville and Nashville Railroad, has accepted the position of umpire of the southern roads, with headquarters at Atlanta. The duties of the umpire are to decide and settle all disputes that may be caused by rivalry and cutting rates.

The directors of the Annapolis and Elk ridge Railroad Company, recently elected, are: D. R. Magruder, James A. Bruce, Wm. H. Beans, Andrew B. Banks, Henry E. Loane and Benjamin King.

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Official List of Patents Issued by the United States Patent-Office.

[FOR THE WEEK ENDING OCTOBER 22, 1875.]
MECHANICAL AND RAILROAD.

- 168,337. Mechanical movements, J. McCloskey, New York.
168,350. Transmitting motion, J. Sigwalt, Chicago, Ills.
168,359. Valves for air bracket, Geo. Westinghouse, Pittsburg, Penn.
168,394. Feed water apparatus for steam boilers, W. H. Jenkins, Philadelphia, Penn.
168,399. Car couplings, J. H. Johnson, Brooklyn, Mich.
168,406. Ratchet wrenches, F. S. Ober, Washington, D. C.
168,408. Annealing boxes, C. H. Onions, Pittsburg, Penn.
168,412. Cranes, F. A. Pratt, Hartford, Conn.
168,415. Pitman connections, A. Rea, Lancaster, Penn.
168,426. Warming and ventilating railroad cars, J. Story, Washington, D. C.
168,439. Steam hammers, S. D. Wilson, Des Moines, Iowa.
168,440. Furnaces for smelting lead, J. V. Woodhouse, Bunker Hill, Ill.
168,450. Metal bending machine, A. H. Campbell, Philadelphia, Penn.
168,476. Railroad cars, G. Galloway, Buffalo, N. Y.
168,480. Railway rail joints, S. W. Griffith, Union City, Penn.
168,483. Nut locks, F. C. Hamilton, Brooklyn, N. Y.
168,495. Tube rolling machine, J. Hoskin, Phila., Penn.
168,502. Steam boiler furnaces, E. Kasselowsky, Berlin, Prussia.
168,504. Rolling mills, N. King, Etna, Penn.
168,513. Annealing furnaces, W. S. McKenna, Pittsburg, Penn.
168,539. Gas apparatus, H. J. Surmon, Belvedere, England.

MINING.

- 168,416. Ore separators, C. W. Reily, Cincinnati, Ohio.
168,440. Furnaces for smelting lead, J. V. Woodhouse, Bunker Hill, Ill.
168,454. Earth augers, W. E. Coman, Oak Park, Ill.
168,522. Clips for rope tramways, E. Olsen, Jacob City, Utah.

SHEET METAL.

- 168,450. Metal bending machine, A. H. Campbell, Philadelphia, Penn.
168,463. Sheet metal attachments for gas burners, M. B. Dyott, Philadelphia, Penn.
168,495. Tube rolling machine, J. Hoskin, Phila., Penn.

That portion of the Smyrna and Delaware Bay (better known as the Bombay Hook) Railroad, in New Castle county, Del., being one and one-half miles in length, was recently sold at public sale, with all its chartered privileges and appurtenances, by Sheriff Lambson. Samuel M. Mills, of New York, was the purchaser at \$2,500.

D. H. Conklin, formerly Superintendent of the Gilman, Clinton and Springfield Railroad, has been appointed Superintendent of the Springfield Division of the Ohio and Mississippi Railroad.

Hungarian State Railways.

On Dec. 31st, 1874, the Hungarian State railways had attained a length of 140.5 miles, and had cost 98,600,000 fls. During 1874, the gross receipts had been 5,702,597 fls., or 43,048 fls. per mile; the expenses had been 4,780,779 fls., or 36,089 fls. per mile, equal to 83.83 per cent of the gross receipts; the net receipts had been 921,818 fls., or 6,959 fls. per mile. The Northern system was 95.55 miles long, and had yielded a net return of 1,103,148 fls.; the Southern system was 36.37 miles in length, and showed a deficit of 133,068 fls. in its net receipts; the secondary lines and the industrial lines of Goemoer showed a net receipt of 48,900 fls.

Col. Dole, Receiver of the Illinois Midland Railroad, has appointed R. G. Hervey (President of the Company) Superintendent.

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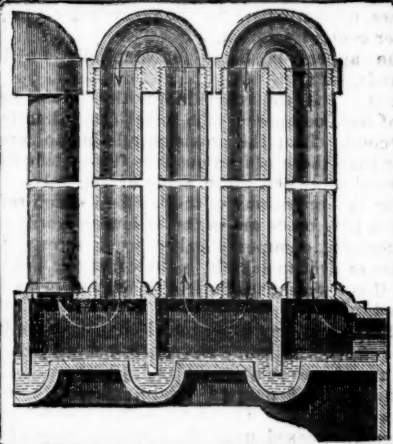
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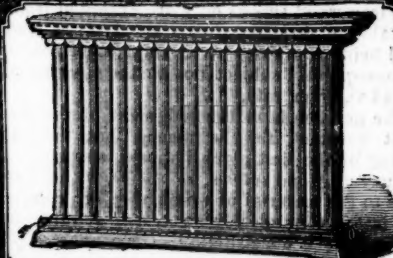
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The formal opening of the Santa Cruz and Felton Narrow gauge Railway from Santa Cruz to Felton, a distance of 8½ miles, took place on the 18th inst. Santa Cruz is about 50 miles from San Francisco, which is its ultimate objective point. Charles Silent is president of the company, and B. F. Williams superintendent.

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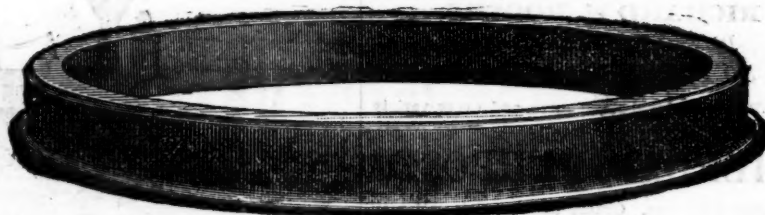
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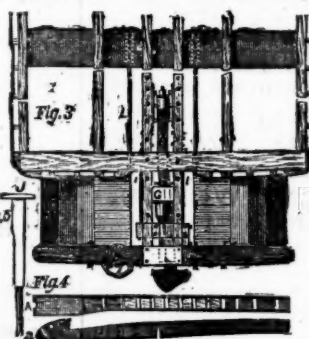
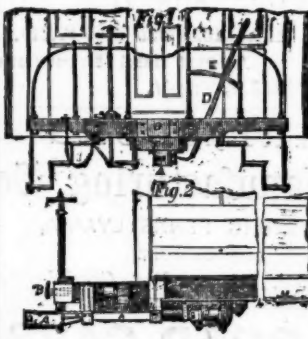
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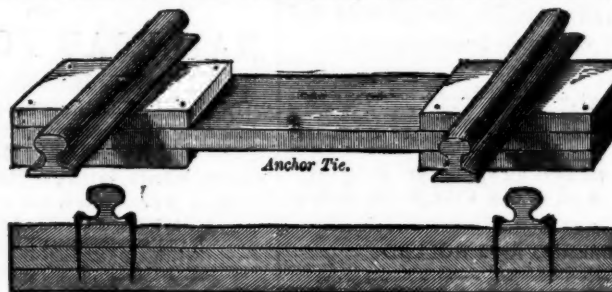
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